RoadRunner

BRITISH COLUMBIA
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Ministry of Transportation and Infrastructure
Staff Newsletter November 2010

Sea-to-Sky Workers Celebrated at Event

Submitted by Grant Lachmuth, Senior Project Director; Photos by Jim Hegan, Area Development and Operations Technician

On Oct. 1, we were pleased to celebrate the contributions of the numerous workers who contributed to the successful completion of the Sea-to-Sky Highway Improvement Project – on time and on budget.

Approximately 250 invitees, including ministry project team members, dignitaries and more than 75 trade workers, met that sunny day at Tunnel Point pull-out, approximately 15 kilometres north of Horseshoe Bay on the Sea-to-Sky Highway.

Guest speakers included B.C. Premier Gordon Campbell, Transportation and Infrastructure Minister Shirley Bond, Squamish First Nations Chiefs Ian Campbell and Gibby Jacob, Peter Kiewit Infrastructure Co. Senior Equipment Operator Dave Fuoco (on behalf of the workers), S2S Highway Investment Management Ltd. General Manager Alan Shopland and West Vancouver-Capilano MLA Ralph Sultan. The proceedings were emceed by West Vancouver-Sea to Sky MLA Joan McIntyre.

A large plaque was unveiled to recognize the people who worked on the design and construction of the Sea-to-Sky Highway. The permanent plaque lists the names of 2,134 men and women who worked on the project. A highlight for everyone attending was to locate their names on the wall, and to get their photo taken their with friends, coworkers and dignitaries.

After the speeches, lunch was served with hamburgers, smokies, fruit and veggies, juice, pop and coffee. A barbecue gathering overlooking Horseshoe Bay...what more could you ask for?

Due to limited parking at the Tunnel Point site, the majority of guests were brought to the event by bus. This sounded relatively simple... until there was an accident on the Lions Gate Bridge, 15 minutes before the buses were to leave downtown Vancouver. Somehow, traffic congestion was worked out to get the buses to the event on time...thanks to Jesse Morwood!

The Sea-to-Sky Highway event was a huge success and very much appreciated by the workers and attendees. A special thanks goes to the many people who helped to organize the event – Carling Dick, Baljinder Jacques

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Deputy Minister Peter Milburn is congratulated by B.C. Premier Campbell on the ministry's contributions.

Transportation and Infrastructure Minister Shirley Bond with Squamish Area Manager of Roads Jesse Morwood by plaque bearing workers' names.

Editor's Note

This issue of Road Runner has emerged with a strong focus on recognition.

There's recognition of the long-term efforts of everyone with the Sea-to-Sky Highway Improvement Project. And, there's recognition of the long-time contributions of ministry employees who have served the public for up 45 years. There's also appreciation for the completion of Highway 97 in the Okanagan area, (something applauded by the local media as a major achievement made despite multiple challenges).

There's acknowledgement of how a 10-centimetre-high plastic cone bolsters morale, and the way cookies baked with care (and agave nectar) can help others in our community.

Then there's the other kind of recognition... Like knowing the newest members of Executive, and welcoming staff from BCR Properties.

Brent Andrews (right) with spouse Lee, at Long Service Awards.

There's even a tool for recognition that goes beyond our species. The new wildlife field guide can be used to distinguish the Pacific Giant Salamander (ranging up to 35 centimetres in length) from the smaller (but more ferocious sounding) Tiger Salamander.

To recognize the photographers who contributed some exceptional shots to this edition of *Road Runner*, and to those pictured in the photos, I offer this quote:

"To me, photography is the simultaneous recognition, in a fraction of a second, of the significance of an event."
— Henri Cartier-Bresson, French photographer, 1908-2004. ◆

Nancy McLeod, Editor

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The RoadRunner is an employee newsletter, published four times a year.

We welcome your story submissions. Email your article as a Word document (approx. 500 words maximum) and your photographs as jpegs to: RoadRunner@gov.bc.ca.

In the email for your story, please attach the text as a Word document and attach the graphics (photos, charts, etc.) as jpeg or pdf files. Please DO NOT embed graphics in the article – this compromises reproduction quality and the images may not be useable by our graphic artist.

You can check out the Employee Advisory Forum website for regular updates:
http://gww.th.gov.bc.ca/EAF/home_intra.asp.

For @Work – the Public Service Community Website, visit:
https://gww.gov.bc.ca/

Browse the TRAN Online Store at:
http://gww.th.gov.bc.ca/gwwhr/content/store/onlinestore.pdf

Graphic design for this issue was provided by Kathy Macovichuk.

Sea-to-Sky Workers Celebrated at Event ...Continued from Page 1

Workers involved in the Sea-to-Sky Highway Improvement Project enjoy the special occasion.

and Dave Crebo from the Public Affairs Bureau; Deborah Newby and Jim Gerow of the Okanagan Valley Corridor team; Al Szczawinski for the commemorative DVDs; Samantha Eburne from HQ; Jesse Morwood, Loretta Carlson and Sara Haywood from the Lower Mainland District; and Gord Kishkan and Evan Dash who coordinated the construction of the monument. Thanks everyone!

Finally, a special thank you to the thousands of workers and project team members for their significant efforts that made the Sea-to-Sky Highway Improvement Project such a success.

I hope that each of you take the opportunity to reflect on your contributions and take a great sense of pride in your collective accomplishments.

The Worker's Wall at Tunnel Point on the Sea-to-Sky Highway will be there for many decades to come, to recognize worker's accomplishments on behalf of the citizens of the province. This site will be visited by thousands of highway users – and perhaps a few of the workers themselves, who will show their children or grandchildren how their role in building British Columbia has been remembered! ♦

Senior Project Director Grant Lachmuth at the start of the Cultural Journey interpretive route

Squamish First Nations Chiefs Gibby Jacob and Ian Campbell, and Nathan Lewis, by Cultural Journey kiosk at Tunnel Point.

Award-Winning Sea-to-Sky Project Highlights

Overseen by the Ministry of Transportation and Infrastructure since 2003, the $600-million project has resulted in improved highway capacity and reliability, and a significant reduction in accidents.

A few construction facts:

- Bridges and down slope structures: 48
- New mechanically stabilized earth walls: 63,950 square metres (10 lineal kilometres)
- Excavated: 3,782,600 cubic metres, including 2,121,000 cubic metres of rock
- Asphalt paving: 443,200 tonnes placed
- Concrete: 59,960 cubic metres placed

The project has received 13 awards, including the Transportation Association of Canada 2009 award for Environmental Achievement, the Canadian Council for Public Private Partnership's 2009 Gold Award for Infrastructure, a 2005 Gold Award for Innovation, and Best Global Project to Reach Final Completion at the 2006 Public Private Finance Awards in London, England.

The greatest award for all the workers who contributed to the project however, was its completion in October 2009, comfortably ahead of the 2010 Winter Olympics in Vancouver. The Sea-to-Sky Highway operated extremely well during the Olympics and was everything that the provincial government and the workers could have hoped for.

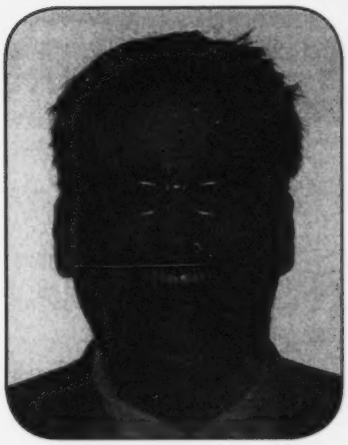
The Sea-to-Sky Highway Project gained much recognition for its innovative construction techniques like the mechanically stabilized earth walls (rock fill reinforced with metal grids), and the half-bridges (named thus because they carry half of the widened improved highway). Combined with lane shifting, these methods allowed traffic to flow while construction proceeded.

The Squamish and Lil'wat First Nations established employment goals and provided on-the-job training to involve their members in the project. The employment targets were surpassed by nearly 300 per cent. Significant joint ventures with the Lil'wat First Nations and Peter Kiewit Sons included building a concrete prefabrication plant, and making roadside barriers and bridge decks.

Additional partnerships with the Squamish and Lil'wat First Nations led to the creation of the Cultural Journey along the Sea-to-Sky Highway from Horseshoe Bay to Whistler. The Cultural Journey includes an interpretive map and 138 Aboriginal-themed aluminum highway signs, 15 community gateway rock signs and seven interpretive kiosks. The route, highlighting First Nations lore and cultural tourism opportunities, concludes at the Squamish Lil'wat Cultural Centre in Whistler. ♦

Assistant Deputy Ministers' Focus on New Portfolios

Three Assistant Deputy Minister (ADM) positions were filled early last month, in the Ministry of Transportation and Infrastructure. Here's what these new ADMs say about their focus so far, and what they anticipate in the coming months.



Dave Duncan
ADM, Highways Department

I'm very excited to be back in the Highways Department. The Highways Department provides so many important public services, from highway maintenance and commercial vehicle safety, to development approvals and all manner of highway improvement programs (to name a few). We provide most of the ministry's front line customer service and build important relationships with transportation stakeholders and highways users all across the province.

We have such a great team in the Highways Department. I'm looking forward to getting around the province as much as I can in the coming months to see some of the important initiatives we're working one, and hear from our team members as well as the public and industry stakeholders about transportation priorities moving forward.

Safety will always be our number one priority in the Highways Department – safety of our staff, our contractors and the travelling public. With that in mind, ensuring excellence in the delivery of our core public services like good winter maintenance, commercial vehicle inspections, construction site safety, avalanche control, and rock slope stabilization, will always be areas of primary focus.

Other opportunities and priorities for the Highways Department moving forward include continuing to deliver a strong program of highway improvement projects on time and on budget, proceeding with maintenance contract renewal, striving for continual improvement in customer service in all the services we deliver, ensuring strong succession, development and mentorship programs are in place to help build the Highways Department of the future, and adapting to new technologies to improve the way we communicate, share information and deliver services.

I'm very grateful for the opportunity to come back to the Highways Department and to be able to work with such an exceptional group of public servants. I'm energized about the future in front of us and look forward to the challenges and opportunities we will face together as we continue to build, operate, maintain and improve our highway network – the backbone of economic growth and prosperity for the province.

Career History

Dave began his career with the ministry in 1995 as a Civil Engineer-in-Training, and worked throughout the province before moving into the operations side of our business. Dave has held a variety of positions with the ministry including District Manager in Cranbrook and Fort St. John, Regional Director in the Northern Region, Project Director for Climate Action and most recently Executive Project Director for the Evergreen Line.

Kevin Richter
ADM, Infrastructure Department

My first few weeks as Assistant Deputy Minister of Infrastructure have been a whirlwind of activity.

It's been fast paced and exciting, just like all the years I've enjoyed working in the Highways Department where I began my career with the ministry in 1992. Since then, I've been afforded the opportunity to work in almost every part of rural British Columbia, and to serve in the engineering, construction, district, headquarters and regional highways teams. Best of all, I've met and worked with so many fantastic people. My experience with the highways team has been rich and deeply rewarding. To all of you, thank you for your time, your wisdom and your support. It's been fun and with never a dull moment – as Cariboo District Manager Todd Hubner, and everyone involved with Highway 20's recent washouts, debris flows and rockfalls, knows.

My Highways Department experience has prepared me well to work with another great team in the Infrastructure Department. They are a dedicated and service-focused group of men and women who I had the opportunity to work with last fall. I was impressed not only by their vast knowledge and skill but also by the depth and importance of their responsibilities and contributions to our ministry and the people we serve.

The future for the Infrastructure Department will be challenging and exciting. The Marine Branch team will be rolling up their sleeves and tackling a spectrum of issues from inland vessel replacement to BC Ferries' Performance Term 3 Negotiations. In the Infrastructure Branch,

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Assistant Deputy Ministers' Focus in New Portfolios

...Continued from Page 4

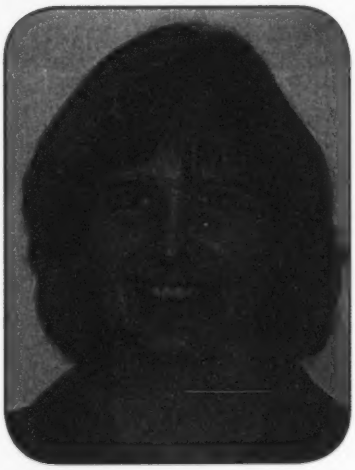
the team will be closely monitoring more than 300 infrastructure projects which are a part of the economic action plan, and preparing for future infrastructure programs. The Evergreen Line Project team will continue to push hard to get the dirt moving and the line operating by the end of 2014. This is no small feat, for the Evergreen Line will be 11 kilometres long, have six stations, include two kilometres of bored tunnel and cost $1.4 billion. The Planning and Programming Branch team will set and manage the stage for many of us, by keeping us on track with the projects underway and developing the future capital plan.

I am joining a team with a great legacy of accomplishment and looking forward to working with the team in writing the next chapter of the story – a story that will not just be about infrastructure but about the ministry and province. The fact that I will be working with a phenomenal Executive team, who are committed to all of us and the success of the organization, will make this possible.

I'm really looking forward to all the possibilities the future will bring, meeting and working with many of you for the first time and building on the wonderful relationships I've already begun.

Career History

Kevin began with the ministry as a Geotechnical Engineer in 1992. Since that time, he has held many roles including that of Project Director for Provincial Field Services and Regional Director for the Northern and Southern Interior Regions. During the Olympics, Kevin was the acting ADM for Transportation Policy and Programs for six months.



Sandra Carroll
ADM, Partnerships Department

I am very happy to have joined the Partnerships Department, and I look forward to working with the new files in all five branches of the department. The first few weeks have been extremely eventful with a number of very busy first-day assignments including a briefing for a joint meeting between Washington and British Columbia, U-Pass project meetings, and TransLink introductions. Over the next few weeks, my focus will be on meeting all of the staff in the department and in learning each of the complex files.

As we are currently delivering the largest transit expansion in the history of British Columbia, and with the recent transit announcements at UBCM, there is much work to be done. Our team in the Transit Branch will be busy with expansion of the U-Pass as an immediate priority, as well as an expanded rapid bus network.

The Partnership and Project Development Branch will continue to focus on leveraging all of the significant infrastructure projects that we currently have on the go. This means that we continue to work with our partners to ensure delivery of significant projects large and small. I look forward to attending the completion of the McTavish interchange project, near Victoria International Airport.

Among other priorities, the Procurement and Operations Branch continues to work with the team at the Port Mann Highway project, and the Land Management Branch is busy with the new land portfolio as a result of the BC Rail land files and the Gateway Program. I plan to spend some time in Vancouver touring our projects for the Gateway Program – being born and raised in Victoria, I have some work to do to understand the Vancouver geography.

I also plan to continue Frank Blasetti's dedication to the Provincial Employees Community Services Fund campaign, and ensure the department again wins the highest participation award.

As a mother of two young children, I continually strive to find that elusive work-life balance. I look forward to championing the work of the Employee Advisory Forum, and in particular Team Balancing Act – a team dedicated to taking action in response to the stress and workload portions of the Work Environment Survey. In this busy work life we all have, it is important to keep health and wellness at the front of our priorities.

Career History

Sandra has more than 20 years of public service experience including the last two as the Assistant Deputy Minister, Transportation Policy and Programs.

Sandra arrived at this ministry, after five years with the Ministry of Finance, with the Office of the Comptroller General. She has since spent 17 years with the ministry, including positions as Senior Manager of Financial Systems, and temporary assignments as Coquihalla Toll Plaza Manager and Financial Services Manager in Prince George. She has also been a Senior Manager of Business Services in the Information Systems Branch and Executive Director of the Properties and Business Management Branch. ♦

Ministry's Move into Social Media a "Tweet" Deal

Submitted by Gord Smith, Ministry Web/Graphics Manager

The Ministry of Transportation and Infrastructure released its first Twitter sites at the beginning of November, signalling a strong move toward citizen engagement through social media.

The two Twitter accounts, DriveBC and TranBC, will tweet major highway events and weather information, but will also highlight ministry news and events. Flickr and YouTube accounts have also been created for ministry-related imagery and videos.

Tweets will direct followers to related stories and new feature-rich web pages on the ministry's Internet site, making it easier for the public to connect to the material that resides on the site. Articles will be written in a casual, accessible style.

Both Twitter accounts are monitored and managed by a new social media team, who are also tasked with posting official ministry tweets, as well as researching and writing the related stories. The team reports to the Business Services Branch of the Highways Department, but will be working closely with many folks around the ministry to develop tweets and articles. Senior Correspondence Writer Tim Mitchell and Executive Coordinator Samantha Eburne are in acting roles as the team's first members and initial contacts for social media.

"There's an active community on Twitter that cares deeply about transportation. These new Twitter accounts are a way for us to connect with them, share ideas and news, and spread the ministry's message," remarks Tim.

While tweets and articles will be timely, the team is being careful not to pre-empt ministry news releases or announcements. The accounts are intended to supplement and direct followers to important announcements and other ministry communications tools such as *Road Runner*, DriveBC and the ministry website – not to replace them.

Ministry employees are invited to follow the accounts at:

DriveBC: http://twitter.com/DriveBC

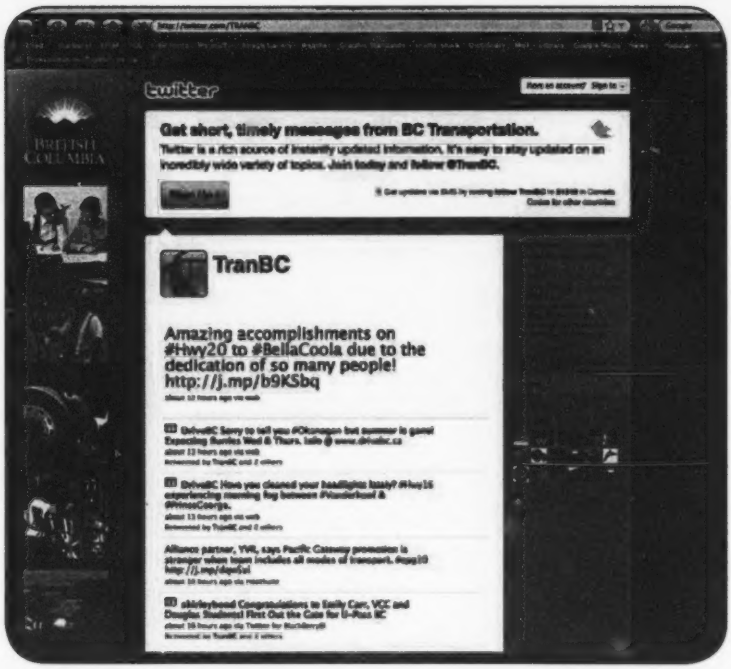
TranBC: http://twitter.com/TranBC

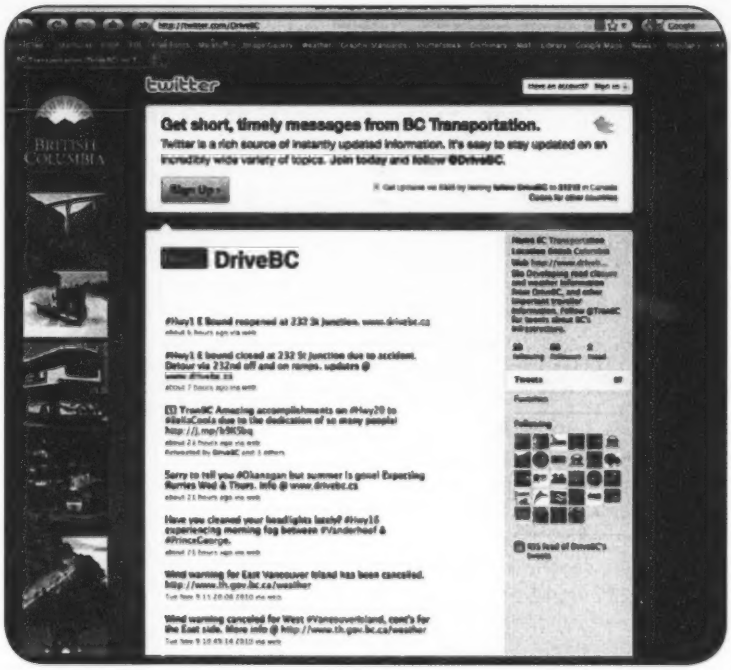
Flickr (TranBC's photostream): http://www.flickr.com/photos/tranbc/

YouTube (TranBC Channel): http://www.youtube.com/user/MinistryofTranBC

If you have an idea for an official TranBC tweet, or a subsequent article, photos or video of interest to our followers, please contact Samantha Eburne (Samantha.Eburne@gov.bc.ca) or Tim Mitchell (Tim.Mitchell@gov.bc.ca).

Happy tweeting! ♦


twitter
Get short, timely messages from BC Transportation.
TranBC
Amazing accomplishments on #Hwy20 to #BellaCoola due to the dedication of so many people! http://j.mp/b9KSbq



New Executive Director Takes on the Unpredictable

Submitted by Nancy McLeod, Road Runner Editor

The new position of Executive Director, Highways Department, has been filled by Shanna Mason.

Shanna first took on the role in May of this year, and became permanent in October. With the Highways Department handling a large volume of road issues, over a wide geographic expanse, it was realized that there needed to be someone at the executive level devoted to managing the frequent critical and unpredictable situations.

"This position was created to back up the Highways Assistant Deputy Minister position and help with the sheer volume of workflow," says Shanna. "There is immediacy to highways work, due to the 24-hours-a-day, seven-days-a-week nature of the business, and the potential of incidents to impact the operations of our roads and bridges. These occurrences include landslides, avalanches, collisions, safety enforcement issues, programming and construction complexities, and general public interest in what we do. Not to mention the internal challenges and surprises that we all regularly face."

"When I help support with the unforeseen events, Dave can keep his focus on supporting and leading the Highways Department, with a longer term vision in mind, and not be frequently interrupted. This way, we as a team can be responsive to the organization's needs and more supportive of the Highways Department."

"I really enjoy this position; I like the unexpected aspects of the business. I have a lot to learn still, but I know that the folks in the Highways Department are fantastic at what they do and they have been very patient and supportive."

Shanna started with the Ministry of Transportation and Infrastructure, in 1997, in Kamloops. She has worked in a variety of roles and locations for the past 14 years. ♦

Shanna Mason, Executive Director Highways Department, enjoys the opportunity to better support the Highways Department.

Northern Region Engineering a Top Work Unit

The Northern Region's Engineering group was among the ministry's eight business units recently recognized as a Top Work Unit, for its Work Environment Survey score.

There are 34 people in the Northern Region Engineering group, headed up by Regional Manager Gord Wagner. This group's engagement was measured at above 75, an achievement they share with 88 work units across the BC public service. For their contributions to making their business unit such a positive and happy place to work, they will receive a framed certificate.

Studies have shown that high-engagement workplaces are more productive, provide better service to clients and have lower staff turnover. ♦

Back Row (Left to Right): Gordon Wagner, Daryl Nolan, George Warnock, Norman Schien, Raylene Otto, Tim Woolnough, Gord Hunter and Pat Egan. Middle Row: Courtney Jermyn, Bill Becker, Curt Watts, Bill Eisbrenner, Darren Vagt, Satish Prasad and Dave Peet. Front Row: Heidi Evensen, Bridgett Leitch, Nini Long, Sabrina Larsen and Jacob Pietrzyk. Absent: Daryl Norstrom, John Van Geloven, Trevor Key, Trent Folk, Dongqing (Don) Mao, Bert Van Mook, Ed Cienciala, Colleen Davis, Lisa Miller, Tim Meszaros, Brendan Miller, Julie Vineham, Pete Davies, Sylvia Brummell and James (Jim) White.

Denise Brummell and Pete Davies are two of the three Northern Region staff located in Terrace. Absent: Jim White.

Employees Contribute to RBC GranFondo Whistler Success

Submitted by Holly Adems, Special Events Coordinator; Photos by Jim Hegan, Area Development and Operations Technician

One of 19 Miller Capilano trucks loaded with cones and delineators, to place at the GranFondo event.

Well, the rubber really hit the road this year, in the first-ever RBC GranFondo Cycling Event to come to Canada!

In the early morning hours of Saturday, Sept. 11, B.C. Premier Gordon Campbell, GranFondo Canada Representative Kevin Thomson, Co-founder of RBC GranFondo Whistler Neil McKinnon, and RBC Royal Bank Regional President (and participant) Graham McLauchlan, cut the ribbon to signal 4,000 cyclists to start pedalling their way from downtown Vancouver to Whistler.

GranFondo (translated from Italian) means "big ride" – and that's exactly what it was as the mass of cyclists travelled a distance of 120 kilometres up and down hills, along various provincial highways. This style of ride is quite common in Europe – the best known being the Tour de France. However, this large-scale cycling event was a first for the Lions Gate Bridge, North Shore and Sea-to-Sky Corridor.

The cyclists headed out at 7 a.m. along Georgia Street, across the Lions Gate Bridge and up along Highway 1 and the newly improved Sea-to-Sky Highway. It was quite a sight to see 4,000 cyclists coming down two lanes of the Lions Gate Bridge on that clear crisp morning. About 150 of the more competitive riders lead the pack.

"This event took three years to plan, and we were very pleased with the coordination efforts of the Ministry of Transportation and Infrastructure and municipalities," said GranFondo Canada Representative Kevin Thomson.

To outline the complex traffic patterns, a 72-page traffic management plan was prepared by Delcan Engineering. "I worked on this plan for so long, I started to dream about it" said Jason Jardine of Delcan. Ministry engineering staff, including District Project Engineer Sharon Goddard and Traffic Operations Engineer Amy Choh also worked diligently on the traffic plan in the months prior to the event. This plan was a key component for the efficient movement of the cyclists, alongside the motorists.

Several meetings were held over three years between ministry staff, municipal staff, contractors, and police officers, to work out the details of the traffic planning and the placement of staff at key locations along the route. During the event, the two detours through Lower Capilano Road in North Vancouver, and along Horseshoe Bay Drive in West Vancouver, worked smoothly.

For traffic operations, a large number of devices and personnel were required, including:

- 31 RCMP and municipal police officers
- Nine ministry staff
- 20 electricians from Cobra Electric to adjust traffic signals
- 16 maintenance contractor staff, with 124 additional hires
- 115 traffic control persons, from Certified Traffic Control Companies
- 11,300 cones and delineators
- 19 trucks to carry and place the cones and delineators

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Squamish RCMP Constable Mark Urbanowski, District Engineer Sharon Goddard and Special Events Coordinator Holly Adems on duty to keep cyclists and traffic moving safely.

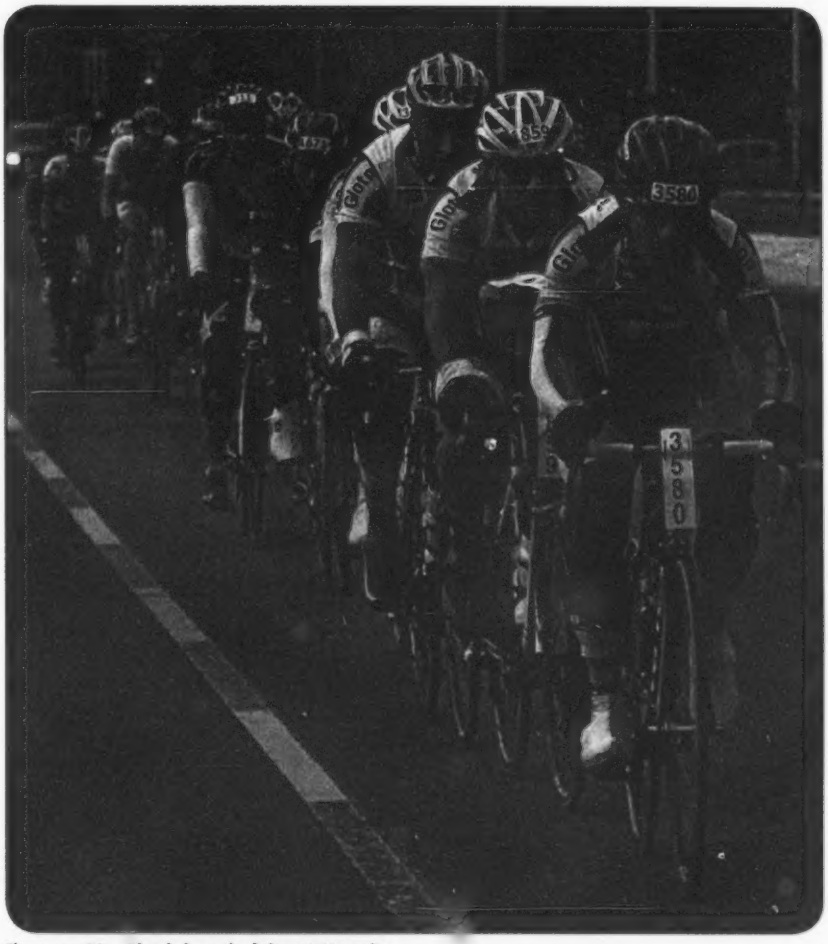
Employees Contribute to RBC GranFondo Whistler Success

...Continued from Page 8

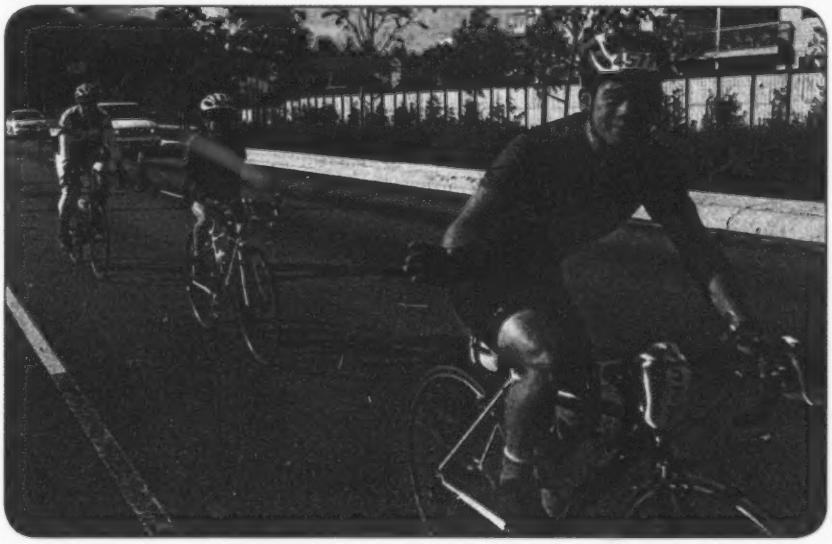
Steve Donnelly, of Miller Capilano Maintenance Corporation, functioned as traffic manager for the event. Steve did an amazing job with his team, placing and removing the lane closures. They were extremely swift and agile, putting down cones, delineators and barricades, and moving them out after the cyclists had passed. Mainroad Contracting also contributed greatly by donating electronic changeable message signs and their own staff and services, for areas of the route. It was fantastic to see!

Police officers and traffic control persons attended at all signalized intersections, assisting pedestrians and street traffic and ensuring cyclists moved safely through the intersections. Cyclists could stop for refreshments and bike repairs at first aid stations. The more competitive riders were crossing the finish line at the village gate intersection in Whistler between 10:30 and 10:45 a.m. The last rider arrived at 3:45 p.m.

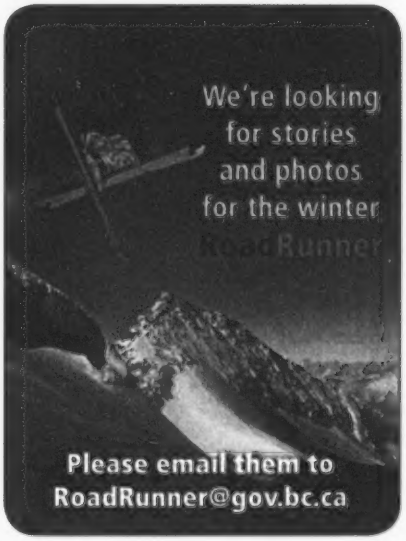
GranFondo Whistler is planned again for next year, along a similar route, and is scheduled for Sept. 10. So, pump up the bike tires and keep the helmets handy – it looks like the "Big Ride" will run again! ♦



The competitive riders led a pack of about 4,000 cyclists.



Ministry Rock Engineer Ben Wu (reaching out) with wife, Karen, behind.



Ministry Employees Ride in GranFondo

Submitted by Ian Pilkington, Chief Geotechnical, Materials and Pavement Engineer

Getting ready for the big ride: Dave Duncan, Ross Ford, Mike Skands, Greg Smith, Ian Pilkington, Len Trapler (who now works for Shared Services BC) and Alexander Ritchie.

When the announcement that a new bike race would be happening on the recently upgraded Sea-to-Sky Highway, a bunch of us knew that we had to form a team to represent our ministry and show our spirit! So, six ministry employees, and a former ministry employee joined up for the first-ever RBC GranFondo Whistler. We named our team Ministry of Transportation – real creative, I know!

The event started at 7 a.m. sharp, after a boisterous singing of the national anthem by all 4,000 participants, lead by opera singer Mark Donnelly (the guy who sings the national anthem at all the Vancouver Canucks games) which I'm sure woke up a few people in the hotels along Georgia and Burrard!

Then we were off to tackle the 120-kilometre ride that involved 6,000 feet of total climbing including the Taylor Way Hill out of West Vancouver that definitely tested our fitness level!

Our team did the ministry proud, with all riders finishing in one piece and only one mechanical issue (Mike Skands got a flat, but repaired it quickly and kept going). The riders and their times were: Dave Duncan, (no finishing time for him as his transducer was not working), Ross Ford (4:01), Mike Skands (4:21), Greg Smith (4:31), Ian Pilkington (3:59), Len Trapler (4:03) and Alexander Ritchie (3:53 – an awesome time!)

In the men's team category we came in 24th out of 65 teams (the time is taken when the fifth rider crosses the line). All of us on the team thought the traffic control was extremely well done. We felt very well taken care of and safe from the car traffic, although the bicycle traffic within the race was quite congested for the first 10 kilometres!

The biggest highlights were crossing the Lions Gate Bridge with two full lanes to ourselves while a helicopter with a camera hovered beside the bridge, having all of the intersections blocked off so we could ride through, and the crowds on the overpasses on the Upper Level Highway cheering us on.

Registration for next year's event has already opened and four of us from the team have signed up. If anyone is thinking of a good way to get themselves motivated to get in shape, I highly recommend this event. It is truly something special to be a part of! ♦

Ross Ford, in red and yellow clothing.

Cyclists crossing the Lions Gate Bridge, en route to Whistler.

Cones of Recognition – Paying it Forward without Limitations

Submitted by Shelley Keddy, EAF Team Appreciation Lead

The Employee Advisory Forum's Team Appreciation wants you to recognize outstanding co-workers when they deserve it, and without limitations.

Research shows that engagement through recognition is an important factor in the health of any organization. Engaged employees are more productive, more innovative, take less sick days, and are more apt to learn and progress. And rewards don't have to be about gifts and money. Most people will tell you that just having someone notice and appreciate their work is enough. The Cones of Recognition are an easy way for everyone to take part!

How it works...

The Cones of Recognition are for anyone deserving acknowledgment. While long-term service milestones and Premier's Awards are coveted in their own right, not everyone gets to receive these kinds of recognition. The Cones of Recognition allow all employees to take part in celebrating fellow coworkers, day to day, and at every level without a lengthy or formal approval process.

The recognition cones were first given out in August by EAF members, who represent all headquarters, regional, district and field offices. When EAF members introduced the initiative they also passed along the information on how to continue the rotation of the cones to the next employees.

On the Own the Cone website, one can see the progression of the cones throughout our ministry, find out who owns the cones today, and print off the Cone of Recognition certificate. Most importantly, there is information about what great things our coworkers are up to around the province.

Each Cone of Recognition has a tracking number, to trace the cone's travels and recipients. As the cones are passed along, there will be quarterly draws for the cone recipients, based on the cones' tracking numbers. Strategic Human Resources will assist with these draws and the winner will be notified via email of their prize.

Use them at staff meetings

At staff meetings the cone can be awarded to someone for a job well done. The person who receives the cone can keep it until the next staff meeting when they can present it to someone else for their great work. The idea is to pass along the cone at least once a month. For work groups which have monthly staff meetings this will be a convenient time to pass the cone to its next recipient.

Use them in passing

The Cones of Recognition are meant to be circulating. However, some of us are mobile or work remotely for long periods of time. If you get the cone, display it proudly on your dashboard or desk for a week or so, and then consider which of your coworkers would benefit from receiving it next. Pop it into house mail, or stroll a few cubicles down to give it to that deserving person.

Use them at your own discretion

Got a great idea of your own? Feel free to use the recognition cones at your own discretion. The current "owner" of the cone can determine how best to "pay it forward." If you come up with a new idea for the cone and how to move it along, share your idea on the Own the Cone website.

Special thanks to everyone who helped develop and launch the Cones of Recognition program:

- Lenora Fillion
- Kathy Russell
- Gavin McLeod
- Beverly van Druten-Blais
- Jason Wood
- Team Appreciation and all the EAF Members

For more information, success stories and ideas on ways to pay it forward, see the Own the Cone website. ♦

Dianne Froese is presented with the Construction and Maintenance Branch's "Own the Cone," by EAF Member April Paxton. Dianne was recognized for her great attitude, work ethic and determination.

Mentoring Moment – Career Options*

Submitted by the EAF's Road to Opportunity Team

There are several ways for employees to advance their knowledge.

ENRICHMENT

Growing in place

Employees expand in their current job, refine their expertise or find depth in an area they really enjoy.

LATERAL MOVEMENT

Moving across horizontally

Taking a lateral move could mean applying skills and experience in a new job at the same level, but with different duties or challenges.

EXPLORATION

Temporary moves intended for researching other options

Employees try out new workplaces with new challenges.

REALIGNMENT

Moving downward to open new opportunities

Sometimes a career path involves a step backward, to gain a better position for the next move.

RELOCATION

Moving to another organization or location

After thinking about all of the options, the employee realizes that the best career step is to look elsewhere.

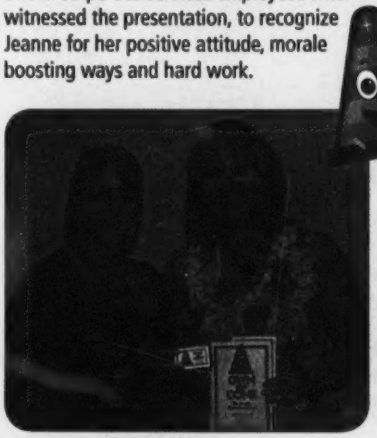
Cone Moves through Southern Interior Region

Submitted by Crystal Chenier, EAF Team Appreciation Member

In August, when the 50 members of the Employee Advisory Forum started giving out Cones of Recognition, as part of the Own the Cone program, I was the first to launch mine. I gave Cone #8 to Regional Financial Clerk Jeanne Reeves, on Aug. 24, in Kamloops. I also provided donuts for all of the Corporate Services employees who witnessed the presentation, to recognize Jeanne for her positive attitude, morale boosting ways and hard work.

Then on Sept. 28, Jeanne passed the cone onto Contract Administration Clerk Gail Duffy. Gail was recognized for her positive attitude and being a great co-worker and team member. She was presented with a plant, along with the cone.

This peer-to-peer recognition is taking off and is enjoyable for everyone involved. Let's keep the cones moving and show some fun appreciation for our colleagues! ♦



EAF Team Appreciation Member Crystal Chenier presents Cone #8, to Jeanne Reeve, at the Southern Interior Region office.

Jeanne Reeve displays her Cone of Recognition certificate, as she transfers the cone to Gail Duffy.

MANAGERS: If you notice that four of the options raise the possibility of talented people moving away from you, you're right. This could make you nervous, but here are some possibilities:

- People love to work for someone who cares enough to help them with their careers. They'll actually stay a little longer with a development-minded manager.
- Your efforts could save talent for the organization, and keep valued employees from the leaving the organization.
- You will gain a reputation as a manager who cares about people and their development. That reputation will draw other talented people your way.
- You may gain personal satisfaction from helping others develop.

* Based on *Love 'em Or Lose 'em: Getting Good People to Stay*, by Beverly Kaye and Sharon Jordan-Evans, Berrett-Koehler Publishers, Inc., 2008.

Do You Know?

FACTS ABOUT PAY AND BENEFITS

Brought to you by EAF Team Appreciation

Employee Assistance Program Offers New Services

The Employee and Family Assistance Program for B.C. public service employees changed last spring.

Human Solutions, in partnership with the B.C. Public Service Agency's Workplace Health and Safety, now operates the program. It provides professional assistance to employees and their families to resolve problems that affect their personal lives and, in some cases, their job performance.

Plan Smart Services are proactive and prevention-oriented services to help employees and their family members manage their overall health and well-being. They focus on such issues as legal, financial, family support (child care, parenting, elder care), pre-retirement, work-life balance and healthy living concerns. A combination of expert advice, support and resource material is provided.

Counselling Services are confidential, professional help for a broad range of personal and family problems, including managing anxiety and depression, controlling substance use and resolving family conflict.

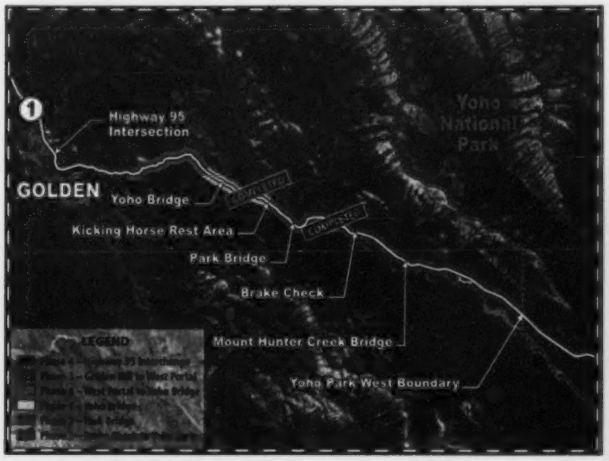
Check out the website at: https://employee.gov.bc.ca/src/sections.cfm?sectionID=208

Or call 1-800-665-5004. ♦

Some things should not be masked.
Feel like something's come between you?
Feeling boxed in?
With the right tools and support you can free yourself from stress.
Give us a call to get started.
Call anytime. It's your call.
1.800.655.5004
Where ideas work
Human Solutions

Minister Visits Kicking Horse Project

Submitted by Murray Tekano, Senior Project Director, Kicking Horse Canyon Project



Kicking Horse Canyon Project completion map, showing phases.

On Sept. 14, I had the privilege of accompanying Transportation and Infrastructure Minister Shirley Bond and Regional Director Kevin Richter on a tour through the Kicking Horse Canyon Project. We were joined by the minister's new Executive Assistant Michael Crawford, District Manager Jack Bennetto and Senior Project Manager Jon Jensen.

Our tour started in Kelowna, at the crack of dawn. We stopped along the way at Golden's Joint Use Vehicle Inspection Station, with its state-of-the-art Weigh-In-Motion facility. There we met folks from across B.C. and Alberta who were conducting a commercial vehicle inspection blitz, and visited with the team managing the resurfacing project west of town.

Minister Bond was able to see the tremendous work completed by day labour where the fourth lane on Golden Hill was added in summer 2009, and opened to traffic in October 2009. While there, she also saw the preparation underway for slope stabilizing planting.

Work was also in progress through to the West Portal, where the contractor is building the overpass and roundabout for Golden Donald Upper Road. Construction will be ongoing here until spring 2012.

Next, we travelled through the improvements completed in phases 1 and 2 of the project. Along the way, we stopped at the Kicking Horse Rest Area to take a photo of the Park Bridge, opened in 2007.

Construction was nearing completion on the section from the brake check to Yoho National Park, at the east end of the project. We showed the Minister the works underway there, that earned the Kicking Horse Canyon Project the 2007 Transportation Association of Canada Environmental Achievement Award. Crews were busy constructing wildlife overpasses, fencing and jump-outs, and getting a start on hydro-seeding and other landscaping preparations.

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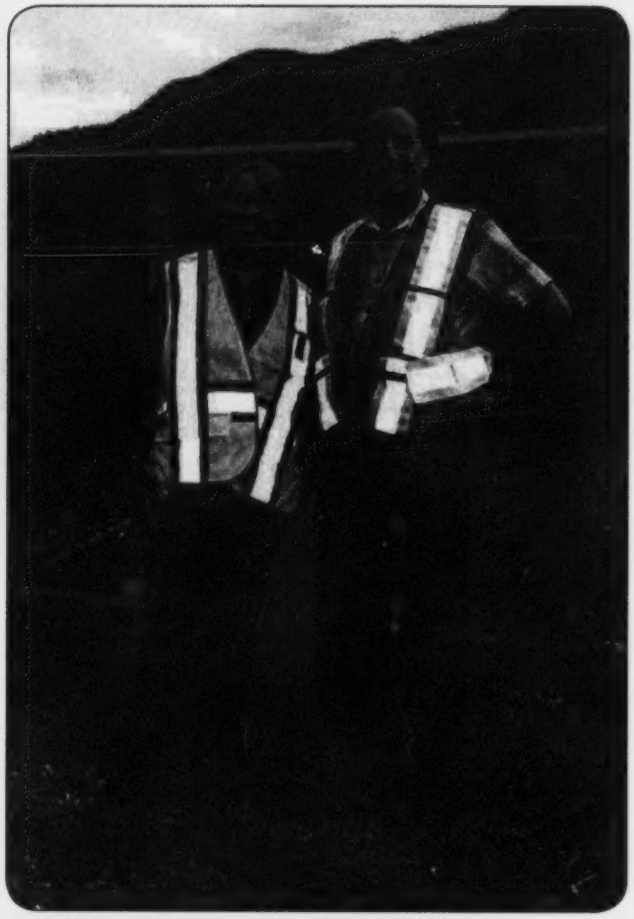
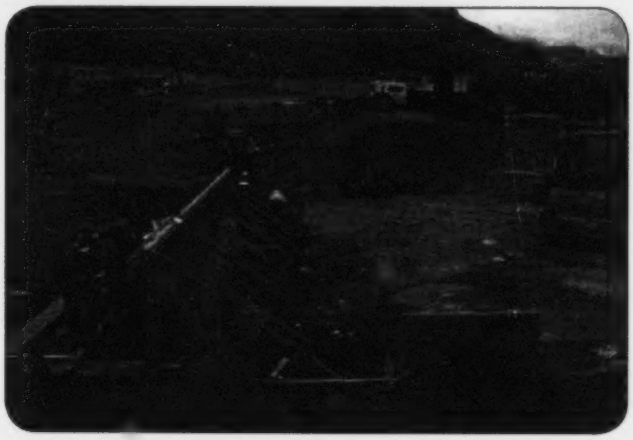


Minister Shirley Bond and Southern Interior Regional Director Kevin Richter on the Kicking Horse Rest Area trail, with the Park Bridge in the background.



Construction of the Golden Donald Upper Road Interchange, at the south abutment.

Minister Visits Kicking Horse Project ...Continued from Page 14

At the end of the day, we travelled back through the rugged canyon section of phase 4 and stopped at the project office to look at the plans. These improvements are being packaged for staged delivery over a longer time frame. They include tunnels and debris protection sheds, which will shield the route from snow, rocks and everything in between. Work is also in progress, with specialists from the University of Victoria, on possible impacts of new climate forecasts.

The day wasn't over for Minister Bond until after 8 p.m. Her multi-day Southern Interior Region tour continued the next morning from Revelstoke. But that will be the subject of more tales from the road... ♦

Project Summary

The Kicking Horse Canyon Project is improving 26 kilometres of the Trans-Canada Highway, east of Golden, through some of the most challenging topography in the province. The total estimated project cost is $972 million, and the project is in the third of four construction phases. Work includes widening the highway to four lanes with a design speed of 100 km/h, improving alignments, replacing narrow bridge structures, and installing design innovations to reduce rock fall and avalanche hazards, and provide wildlife protection.

A wildlife jump-out under construction. The jump-out is an opening in the wildlife fencing that provides animals with an escape route away from the highway corridor.

Transportation and Infrastructure Minister Shirley Bond gives the thumbs up at the official opening of the Highway 97, Bentley Road to Okanagan Lake Park project, on Sept. 7. Members of the project team included (left to right): Vondie Larsen, Keith Callander, Al Jones, Kevin Richter, Dawn Beck, Rampaul Dulay, Martin Van Hoof, Jeff Wiseman, Kathy Strobbe, Paul Shul and Grant Lachmuth.

2010 Long Service Award Recipients

The Long Service Awards are an opportunity to recognize individuals in the BC Public Service who have 25, 30, 35, 40 and 45 years of service. The Ministry of Transportation and Infrastructure's long-time employees were celebrated, in Victoria, on Sept. 16. Congratulations to the 2010 honourees!

Field Services employees (and brothers) Jim, Brian and Ken Gallagher all celebrated service milestones this year. Twins Jim and Ken each marked 30 years with the ministry. Brian has 35 years of service. They were recognized at Government House in Victoria, along with other award recipients, including Highways Assistant Deputy Minister Mike Proudfoot (far left). Also joining the group is Minister Shirley Bond.

Samuel Lam (right), with his wife Diane, was recognized for 30 years of service.

Howard Hunter received an award for his 45 years of service.

Linda Mick (right) was joined by her daughter, Melanie Grubb, to celebrate 35 years of service.

Twenty-five Year Recipients

Scott Aitken	Brent Andrews	Leo Belanger
Aristo Cossenas	Wayne Elke	Vickie Fairburn
Todd Hubner	Pat Jenkins	Kerry Lesyk
Dawn Major	John McKenzie	Art Mortimer
Mike Odowichuk	Richard Philbrick	Bill Richards
Grant Smith	David Solberg	Bryan Spencer
Patricia Switzer	William Szto	Ward Taylor
Michael Zakus		

Thirty Year Recipients

Mo Barry	Larry Bartsoff	Sharon Beck
Angela Buckingham	Dave Byng	Shauna Carlson
Jackie Chambers	Matt Choquette	Stuart Cox
Bruce Crawford	Kurt Edmunds	Helen Evans
Sandy Evans	Mike Farynuk	Ken Gallagher
Jim Gallagher	Ray Griffiths	Rolf Kortegaard
Samuel Lam	Hans Lehrke	Douglas Mackay
Crystal MacLean	Bill Maitland	Ivana Mazuch
Mike McGrenere	Cathy Melenka	Glenn Olleck
Rod Ralston	Jeff Saby	Patti Sandham
Peter Seelig	Rodney Shaw	John Tweedy
Richard Voyer	Gary Watkinson	David Watling
Suzanne Watson		

Thirty-five Year Recipients

Nick Antifaeff	Denis Barrette	Fred Downer
Douglas Elliot	Dale Francis	Brian Gallagher
M. Dorian Gregory	Craig Hilborne	Mike Hovde
Grant Lachmuth	Ron Mathieson	Linda Mick
Darrel Norstrom	Mike Proudfoot	Cathy Stone
Clem Vanderhorst	Barbara Webster	Jeanette Wong

Forty Year Recipients

Peter Derbyshire

Forty-five Year Recipients

Howard Hunter Len Romanow

Avalanche Awareness Signs Alert Snowmobilers

Submitted by Mike Boissonneault, Manager of Avalanche and Weather Programs

Backcountry winter recreation has been increasing for many years. This includes activities such as ski touring, snowboarding, snowshoeing and snowmobiling. Of all these types of participants, one has recently been affected by an inordinate number of fatalities caused by burial in avalanches.

During the winter of 2008/09 there were 24 avalanche-related fatalities in the backcountry of British Columbia; 19 of them involving snowmobilers. The first incident, on Dec. 28, 2008, resulted in eight deaths. Another incident resulted in a double fatally, and all others that winter involved single fatalities.

It is believed that a contributing factor to the high incidence of snowmobile accidents is the relatively easy and quick access these powerful machines have to alpine winter environments, where avalanche terrain exists. This, combined with a general lack of awareness of the consequences of some behaviours, such as "high marking," (speeding up steep slopes) appears related to avalanche accidents involving snowmobilers.

The alarmingly high number of fatalities from a single user group during the winter of 2008/09 prompted the British Columbia Coroners Service to initiate a Death Review Panel. The service investigated the cause of these accidents and made recommendations to prevent them from happening. This report can be found at: www.pssg.gov.bc.ca/coroners/publications/docs/death-review-panel-avalanche-snowmobile.pdf

Despite the efforts by the Canadian Avalanche Centre to post public avalanche safety bulletins about avalanche hazard conditions throughout the province, it has become apparent that these messages are either ignored or misunderstood. Last winter, there were the highly publicized Boulder Mountain fatalities and injuries, which occurred when an avalanche engulfed snowmobilers gathered for a competition, near Revelstoke. This suggests that much work needs to be done by all stakeholders to reduce the frequency of snowmobile avalanche-related incidents.

The BC Coroner Death Review Panel report made 15 recommendations. One of these was directed toward the Ministry of Transportation and Infrastructure, suggesting that we (along with the ministries of Tourism, Culture and Arts, and Public Safety and Solicitor General, and the Canadian Avalanche Centre) develop seasonal highway signage, to raise avalanche awareness, on routes that lead to popular snowmobiling areas.

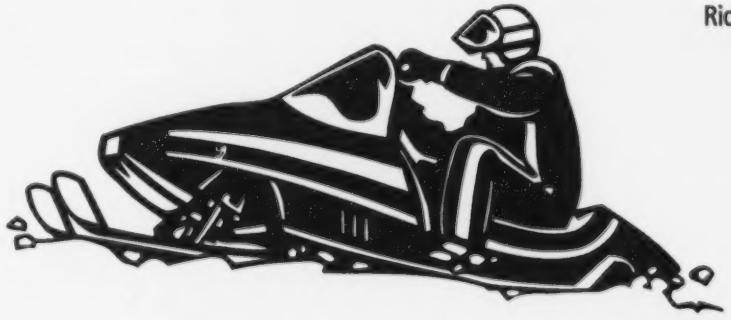
New signs remind snowmobilers to check for hazardous conditions.

Through a collaborative effort, the representatives of these organizations identified 23 locations where signs could be erected to provide information on where to access current information about backcountry avalanche hazard conditions. The website and toll-free number displayed on these signs provide access to the Canadian Avalanche Centre's public avalanche bulletins.

In combination with all the other recommendations made to organizations like the Canadian Avalanche Centre, the Insurance Corporation of British Columbia, snowmobile associations and manufacturers, and governments, it is hoped that these new signs will raise avalanche awareness by all backcountry users (not just snowmobilers).

On a clear blue sky day, a winter alpine environment is a magnificent and splendid place. With the right knowledge and by following a few basic safety precautions it can be thoroughly enjoyed. Please watch for these signs, and if you are a mountain sledder, or know others who are, take the time to check conditions before you head into the mountains. ♦

Ride safe!



Get on the Bus – Transit Keeps us Moving!

Submitted by Jean Bishop, Transit Analyst

The Transit Future Bus stopped on Broughton Street, outside of the ministry's headquarters, on Sept. 22. Staff toured the bus and gave feedback about the future of transit in the Victoria region.

It's amazing how changes in technology have reshaped the face of public transit. In just a few short years, British Columbia has emerged as a leader in new kinds of transit technology. For example, in Whistler, there are now 20 hydrogen fuel-cell buses that contributed to the success of the 2010 Winter Olympic Games. It's all part of our Provincial Transit Plan to get people out of cars and onto buses.

Transit is transforming our streets, our communities and our lives. For BC Transit, a bus is no longer just a bus. It's a bus fuelled by hydrogen. A bus with room for 140 people. A bus designed for a small community. A bus that controls traffic signals and cruises along the highway.

All of these buses are on B.C.'s streets. BC Transit is testing cutting-edge technology to provide folks with a viable and cost-effective choice away from the automobile. And you know that helps our environment and our communities.

BC Transit is challenging the status quo – and looking to people like you for feedback. The Transit Future Bus is stopping in communities all over the province. Its purpose is to let people know what's on the horizon for transit in their community, and to find out what people want for local transit. So if you have opinions, let BC Transit know. Either look for the bus in your community, or visit their website (at the end of this article) for updates on its next location.

BC Transit is also the first transit company in North America to test the Vicinity Bus, which has been making runs in a number of communities across the province, to see how it performs in different climates and terrains. This bus, which is 33 per cent more fuel efficient than the typical 40-foot bus, is also compact in size, to serve smaller neighbourhoods and communities.

When Premier Gordon Campbell announced the Provincial Transit Plan in 2008, he said that transit should focus "on safe, comfortable, reliable services that will highlight green technologies and will reshape our communities by encouraging integration of work, home and recreational activities."

The Transit Future and Vicinity Bus support not only the Provincial Transit Plan, but also BC Transit's goal of identifying cleaner, greener and more efficient ways to provide sustainable transportation. For further information and updates please visit: www.transitbc.com/transitfuture/ ♦

The Vicinity Bus was test driven around Prince George and the surrounding area. Note the smaller size of the bus in comparison to the larger standard bus.

Weigh2GoBC Given Green Light at TRUXPO

Submitted by Karen Coverett, Commercial Vehicle Inspection Program Clerk

Weigh2GoBC will soon be finished its year-long pilot program, but before its official public launch, the BC Trucking Association's TRUXPO offered the perfect opportunity to spread the word and encourage carriers to register for the program.

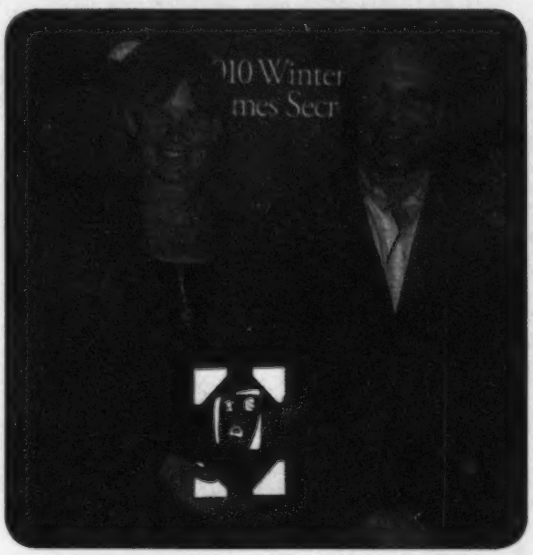
TRUXPO is Western Canada's largest truck, trailer and equipment show. Held every second year in Abbotsford, it draws exhibitors from all over North America, including major manufacturers of class 5 through class 8 trucks.

Three members of the Weigh2GoBC team headed to Abbotsford from Sept. 30 to Oct. 2. They were Pam McDermid, CVSE manager and swag hunter extraordinaire (if you're at a trade show with Pam, just ask her who has the best giveaways!), Tahna Neilson, IMB Business Analyst, and myself (Karen Coverett) recently hired Weigh2GoBC Administrator.

While our booth may not have had the shiny things and free giveaways available at the displays sponsored by private companies, the program met with enthusiastic response from owner-operators and large carriers alike. (Although I'm certain that our supply of caramels and mini Tootsie Pops didn't hurt). We heard many glowing reports from the carriers who have been part of the pilot program. The first evening, one carrier with 50 vehicles in his fleet picked up and returned his completed application within about 30 minutes. With these vehicles, and the possibility of at least another 150 to 200 more vehicles to add to the program, based on conversations with carriers from across B.C., our time at TRUXPO was well spent. (And of course there will be the word-of-mouth spin-offs from these initial contacts with carriers.)

It was great to be the public face of a government program that provides so many instantly recognizable and tangible benefits. When a program helps the trucking industry by saving time and fuel costs, saves the environment by reducing greenhouse gases, and allows CVSE to manage volume at the inspection stations while giving more opportunity to focus on at-risk carriers, it's obvious we're on the right track! ♦

Pamela McDermid and Karen Coverett explained the Weigh2GoBC program to commercial carriers at Western Canada's largest truck, trailer and equipment show.



Policy and Programs ADM Sandra Carroll, along with other staff, recently received a thank you plaque for their work with the Olympic Games Secretariat. The plaques were presented by Secretariat President and CEO Philip Steenkamp.

Red Frog, Blue Frog – How to Tell the Difference

Submitted by Leonard Sielecki, Environmental Issues Analyst

Adult Red-Legged Frogs range from seven to 10 centimetres in length.

In a world where a lot of frogs look the same, how does one tell the difference, especially between the more common species and the very rare ones? It isn't always easy to find timely reference materials on those species considered endangered or threatened. To help ministry staff and maintenance contractors more accurately identify the rarer amphibians and reptiles they may encounter during the course of their work, the Ministry of Transportation and Infrastructure recently developed a guide for the provincially red and blue listed species, which are protected by the British Columbia Wildlife Act.

Since 1992, the Ministry of Environment has been producing the provincial red and blue lists for wildlife. The lists serve two purposes: (1) to provide a list of species for consideration for more formal designation as "endangered" or "threatened", either provincially under the British Columbia Wildlife Act, or nationally by the Committee on the Status of Endangered Wildlife in Canada, and (2) to help support setting conservation priorities for species considered at risk.

The red and blue rankings highlight species that have particular threats, declining population trends or restricted distributions. Species that are endangered or threatened, or no longer exist in the wild in B.C., appear on the red list. The blue list identifies creatures which are sensitive to human activity and natural events, and are at risk of becoming red-listed. These lists serve as a practical method to assist in making conservation and land-use decisions and prioritize protection activities.

For decades, our ministry has been working hard to protect wildlife along its rights-of-way and maintain connectivity to critical habitat. From the Western Rattlesnake passages installed in the Okanagan Valley in the late 1950s and the Western Toad fencing developed for the Vancouver Inland Island Highway in the mid 1980s, to the Red-legged Frog underpasses constructed on the Sea-to-Sky Highway in 2009, the ministry has been taking steps to protect amphibians and reptiles for many years.

Developing a guide for rarely seen creatures had its share of challenges. Although descriptions of the red and blue-listed species were available from a number of sources, finding good photos of these animals was another story. Rare species are rarely photographed and the number of good photos of the red and blue-listed amphibians and reptiles was extremely limited. Luckily, the world of amphibian and reptile research and studies has many generous people

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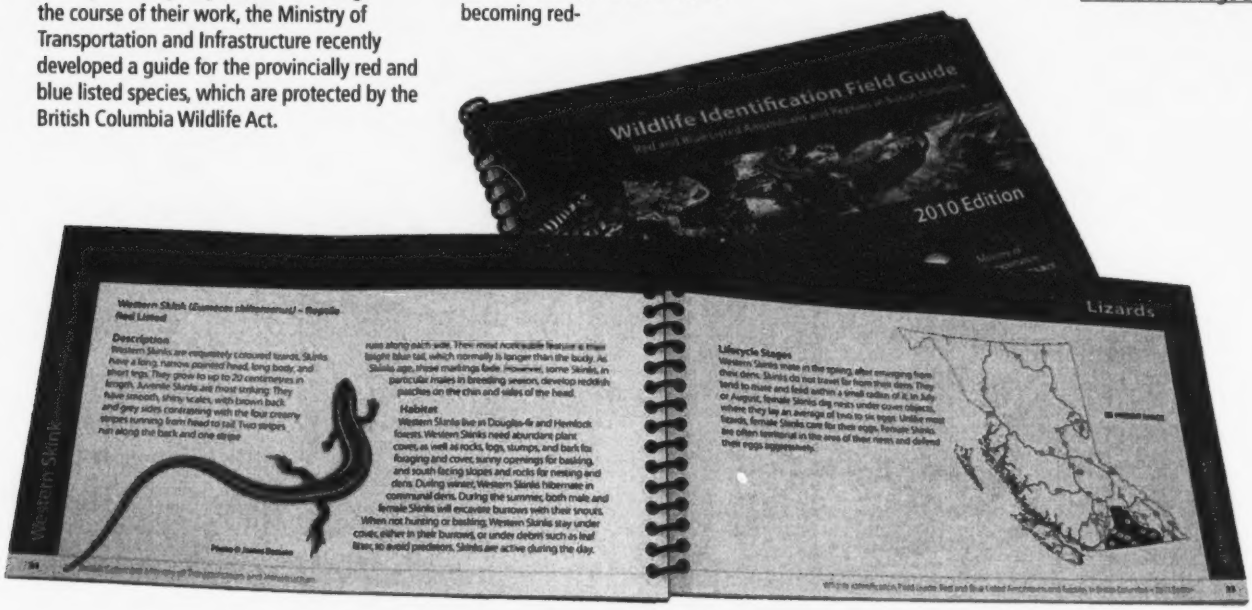
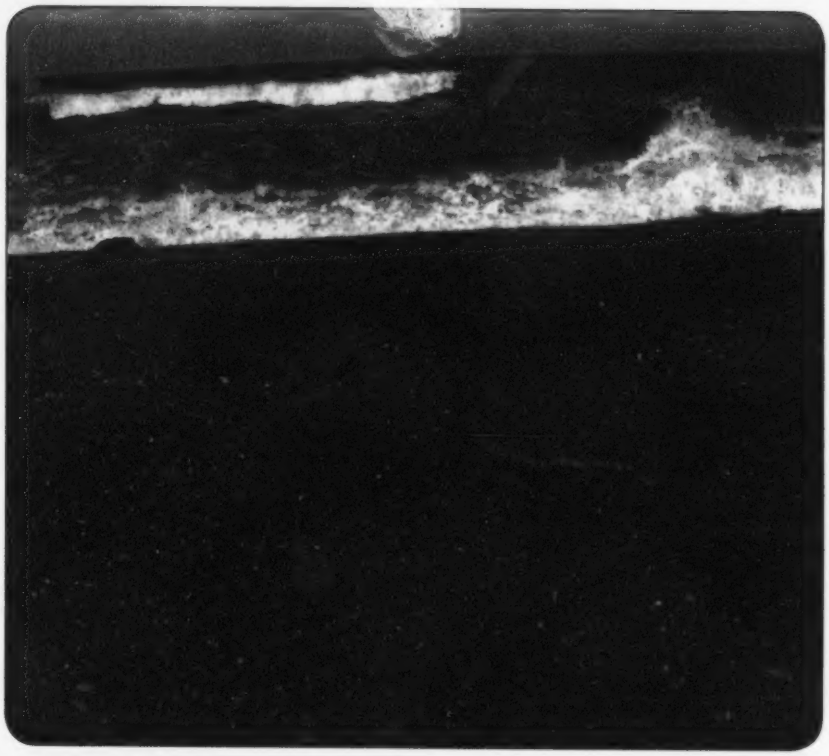


Juvenile Western Skinks sport a bright blue tail and dwell in the southern interior of B.C.

Red Frog, Blue Frog – How to Tell the Difference ...Continued from Page 20

committed to protecting and preserving some of the most endangered species on earth. When I began contacting the people and organizations I thought may have the photos needed, the positive response was overwhelming. As a result, the photos used in the guide came from many individuals, and organizations as diverse as CaliforniaHerps.com and the U.S. Fish and Wildlife Service, to the Georgia Sea Turtle Center and the U.S. National Oceanographic and Atmospheric Administration.

Working with an incredible collection of photos, ranging from the Western Yellow-bellied Racer and Tiger Salamander to the Leatherback Sea Turtle and Northern Leopard Frog, Graphics Production Technician Kathy Macovichuk and Graphic Design Specialist Beverly Van Druten-Blais (the graphics wizards of the Engineering Branch at HQ) produced a stunningly beautiful and very useful pocket-sized field guide. The guide also provides details about amphibian and reptile habitat and lifecycles, and maps that illustrate the animals' range, in relation to B.C.'s provincial highways. Although just released, the guide has been getting incredible reviews. So if you want to find out if you have a red-listed frog or a blue-listed one, check out the guide at: www.th.gov.bc.ca/publications/eng_publications/environment/AmphibianReptileGuide.pdf. ♦



The Leatherback Sea Turtle, the largest reptile in the world, sometimes travels from tropical and subtropical beaches, to the B.C. coast.

Christmas Event Offers Fun and Volunteer Opportunities

Submitted by Gillian Moxham, Research/Policy Analyst

The Annual Ministry of Transportation and Infrastructure Christmas Dinner and Dance is booked for the evening of Saturday, Dec. 4 at the Comfort Hotel, in Victoria. Invite your fellow co-workers from around the province to join in this Christmas celebration that will include a fabulous dinner, door prizes and a rockin' dance! Event tickets are available for $35 per person. Primary ticket contact: Mary-Ethel Audley; alternate contact: Sherry Barnes. ♦

Are you looking to beef up your resume and broaden your experience? Why not volunteer for a position on the Christmas Dinner and Dance Committee for next year? We are currently recruiting volunteers for all positions for the 2011 event.
Please e-mail Gillian Moxham.

Cookies for a Cause Raises Cash

Submitted by April Paxton, PECSF Coordinator

Chief Operating Officer Dave Byng succumbs to the temptations of tasty treats.

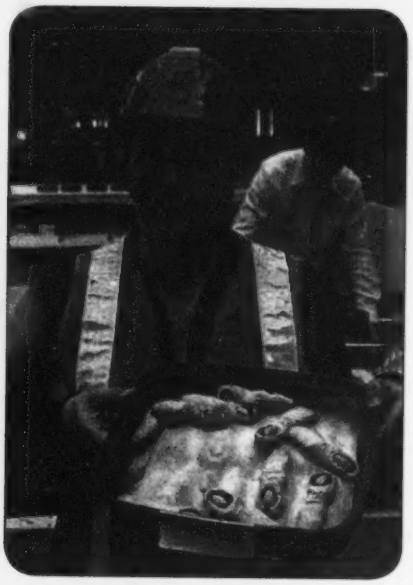
Cookies for a Cause was a huge success, as the Ministry of Transportation and Infrastructure sold more than 50 dozen cookies to raise $305.16 for the Provincial Employees Community Services Fund. The event was held in the courtyard at HQ, in Victoria, Oct. 6.

In addition to raising money, the ministry was honoured with the coveted Tastiest/Healthiest Cookie Award, for baking by Megan Toop of the Engineering Branch. Megan's cookies featured exotic ingredients like almond butter and agave nectar (a natural sugar replacement extracted from the succulent agave plant).

Thank you to everyone who baked, sold, bought and ate to help make this event a success. ♦

Megan Toop receives the Tastiest/Healthiest Cookie award from ministry PECSF coordinator April Paxton.

The judges do some conscientious tasting: Jack Knox, columnist with the Victoria Times-Colonist, Astrid Braunschmidt from A-Channel; and Rob Lapper, 2010 PECSF Campaign Honorary Chair and Deputy Minister of Labour and Citizens' Services.



Sharon Cowden displays her "witchy fingers" seasonal baking.

Ministry Welcomes New Staff from BCR Properties

Submitted by Trish Sterloff, Sr. Programs Manager

Back row: Arnie Van Hattem, Shirley Argatoff, Sheila Battista, Rodney Salmon and Chris Dawson. Front row: Claire Cote, Gaileen Cheston, Noreen Holt and Gina Tobe. Absent: Richard Myhill-Jones, Linda Shute and John Brodie.

On Oct. 5, it became official; the ministry will be welcoming 12 new staff members on Dec. 20 of this year. Our new colleagues, from BCR Properties, Ltd., the operating subsidiary of BC Railway Company, will be joining the ministry's Land Management Branch, Finance and Management Services Department and Engineering Branch.

The work these people do, from selling surplus land and buying strategic properties, to running complex financial and accounting systems, to overseeing extensive environmental remediation work, is essential to the future of the province. The ministry has worked in partnership with BCR Properties for years and knows what high-quality individuals we'll be gaining from this move!

But enough about the ministry – here's a look at some of our new employees.

Land Management Branch

The Land Management Branch will be welcoming members from BCR Properties' Real Estate department. Together, they are responsible for selling surplus land, managing leases on land and buildings, handling land and property tax administration and dealing with any contentious land issues.

As you'll see from the photo (right), for real estate experts Richard Myhill-Jones, Rodney Salmon, Chris Dawson and Arnie Van Hattem, it's "work hard, play hard." Land Management Branch Director Svein Haugen might be able to get in on the biking fun as their new supervisor, too...

Property Assistant Gaileen Cheston used her Photoshop skills creatively, as she portrayed her colleagues as the four motorcyclists from the action-comedy film *Wild Hogs*. Land and Property Tax Administration Supervisor Claire Cote and Property Assistant Gina Tober are also part of this group, which has a great sense of humour and works really well as a team.

Finance and Management Services Department

Linda Shute, Noreen Holt, Shirley Argatoff and Sheila Battista will be joining our Finance and Management Services Department under Crown Agencies Executive Director Carol Bishop. It's amazing that a team this small has all of the responsibility that they do – they are in the middle of changing to new accounting standards and auditors while continuing to meet the complex reporting requirements of BC Railway Company.

Engineering Department

Chief Geotechnical, Materials and Pavement Engineer Ian Pilkington will be welcoming John Brodie into the ministry as a Director, Environment, for BCR properties matters. John's expertise with environmental issues associated with BC Rail properties has been essential in getting important remediation work done.

While these folks will continue to work out of North Vancouver, they will be on government email after Dec. 20, so please feel free to drop them a line and welcome them to our team! ♦

Arnie Van Hattem, Richard Myhill-Jones, Chris Dawson and Rodney Salmon appear in *Wild Hogs*.

Attention: Employees at 940 Blanshard

Submitted by Beverly van Druten-Blais, Graphics Specialist and Co-Webmaster

This is your warden speaking!

I am the new Chief Building Warden for the Waddington Building, in Victoria, as of Oct. 12, 2010. This challenging volunteer position includes the responsibilities of communicating with all tenant emergency contact persons, fire and police services, the on-site security force and tenant executives; decision-making authority to evacuate the Waddington Building; and ensuring that all emergency area wardens are trained and equipped to do their volunteer jobs.

This is no small feat as there are seven tenant groups involved:

- Ministry of Attorney General
- Ministry of Children and Family Development
- Ministry of Citizens' Services – BC Registry Services and BC Public Service Agency
- Ministry of Public Safety and Solicitor General
- Office of the Superintendant of Motor Vehicles
- Ministry of Transportation and Infrastructure
- Greater Victoria Public Library

All together, this represents approximately 1,250 people who work in the Waddington Building, located at 940 Blanshard and 735 Broughton.

Last spring, I was involved with an emergency evacuation, and was pleased with its success. Wardens from the Waddington Building and the neighbouring Sussex Building teamed up to plan and conduct an evacuation exercise involving both facilities. Everyone was out of their workplaces, gathered and accounted for at the safe areas, and any people unable to exit were rescued – all within 20 minutes or so. The police and firefighters who attended were suitably impressed.

I am now in the process of arranging some fire and earthquake training and information sessions for area wardens to prepare for the upcoming "Great British Columbia ShakeOut," on Jan. 26. This will be the largest earthquake drill in Canadian history! I have registered our building for this initiative as a challenge for us all. I encourage everyone to take a look at the site: www.shakeout.org/bc/.

I will be forming an Operation Safe Exit Committee, and welcome any and all who would like to be a part of this challenging and exciting initiative. This committee will share ideas and experiences, help with planning and coordination, and act as assistants at the Command Centre. We also need a Deputy Chief Warden. Give me a shout if you want to step up and contribute to the safety and well being of our colleagues! ♦

As Chief Building Warden, Beverly van Druten-Blais leads emergency awareness, training and response for seven tenant groups, including headquarters for the Ministry of Transportation and Infrastructure.

Aboriginal Intern Joins Northern Region

Submitted by Lenora Fillion, Regional Manager, Business Services

Violet Shorty will work with the ministry for nine months.

The Northern Region was recently successful in having an Aboriginal youth intern join our team. Violet Shorty has been assigned to the Northern Regional Office Administrative Team in Prince George. During her time with us, Violet will be assisting in building relationships with local First Nation communities and youth by making them aware of opportunities within the Ministry of Transportation and Infrastructure.

Over the past few years, Violet worked with the Vancouver 2010 Olympic Games Organizing Committee (VANOC). She was part of the Vancouver 2010 Indigenous Youth Gathering and danced with Aboriginal youth from across Canada in the Olympic opening ceremonies. Her interests include travel, watching movies and interacting with people.

Violet is Saulteau and Northern Tutchone. She was born and raised in Vancouver, and has family connections in the North.

With the forecast for a long and cold winter, I was very pleased to hear that Violet is excited to spend her internship in Prince George. She has been joined in Prince George by another Aboriginal youth intern, Krystin Leon, who is working with the Ministry of Children and Family Development. The internship consists of a nine-month placement in a provincial government ministry, followed by a three-month placement in a selected Aboriginal organization.

For the last four years, the B.C. Public Service Agency has recruited Aboriginal youth, aged 29 and under, from across the province for the Aboriginal youth intern program. The program aims to develop the professional skills of Aboriginal youth, close the socio-economic gaps that exist between Aboriginal people and other citizens of B.C., and build a new relationship between government and Aboriginal people and communities.

I look forward to working with Violet during her term with the Ministry of Transportation and Infrastructure! ♦

Yes, It Was Fantastic!
Or, How I Spent My Time Off on Parental Leave

Submitted by Graeme Cross, Traffic Engineer

It was Oct. 9, 2009, and I handed in my BlackBerry, followed by my laptop. These gestures reminded me of the cliché scene in police movies where the chief asks the departing detective to hand in their badge and gun. However, in this case, I wasn't departing abashed and disciplined, but rather into the yet unexplored world of full-time parenting for the next 11 months.

Upon my return to work in September 2010, when asked how my time off was, I could only reply that, "It was fantastic!"

While fathers taking an extended parental leave from work are not currently the norm, it is a growing trend. According to Statistics Canada, 20 per cent of fathers took some form of parental leave in 2006, compared to just three per cent in 2000.

In my case, this leave was not just about attaching with my newborn son, but a rewarding time to bond with my entire family. My wife, Tanya, is a full-time mother so there were two of us to parent our three boys: Ayden who is eight years old, Kenan who is five years old, and Tanner who surprisingly is already one year old.

Besides enduring the unforeseen withdrawal symptoms from the BlackBerry, which strangely included phantom phone call vibrations where I once kept the BlackBerry on my hip, there were other adjustments to be made. With three boys, there was not nearly as much free time as I would have anticipated.

Instead of commuting to the office, I was walking Ayden to school and taking Kenan to various activities such as gymnastics and preschool.

Before, I would need to decide how to respond to a development approval file, or what signing and pavement marking may be needed at a site that could be collision-prone. On parental leave, after just getting Tanner to sleep on my lap, I would need to decide how quickly to rise and rush down the hallway, without waking him up, upon hearing squeals of glee from my other two boys that the toilet was plugged.

In July, we took the opportunity to travel to Washington D.C. My grandparents live there and a family reunion was organized to celebrate their 60th wedding anniversary. From a parent's perspective, travelling across the continent with three young boys wasn't quite as dreadful as I had anticipated it to be. I also got to fulfill a long-time desire to return to the U.S. capital during the Independence Day celebrations, and watched the 17-minute fireworks display just a stone's throw away from the Washington Monument. The jubilance was relatively tame, largely due to the ever-present, almost oppressive security forces.

Unfortunately, my wife and three sons didn't all get in the family photos taken in Washington D.C. I think that someone was always corralling a boy somewhere!

Continued on Page 26..

Graeme Cross (centre) with youngest son Tanner (eyeing up his great grandmother), during a tour of the White House, as part of their family reunion, in Washington, D.C.

Yes, It Was Fantastic! Or, How I Spent My Time Off on Parental Leave

...Continued from Page 25

During my time off, I also participated in a short-term mission trip to Tijuana, Mexico. Our team of 21, from a church in Kamloops, drove to and from Tijuana to build eight homes for needy families.

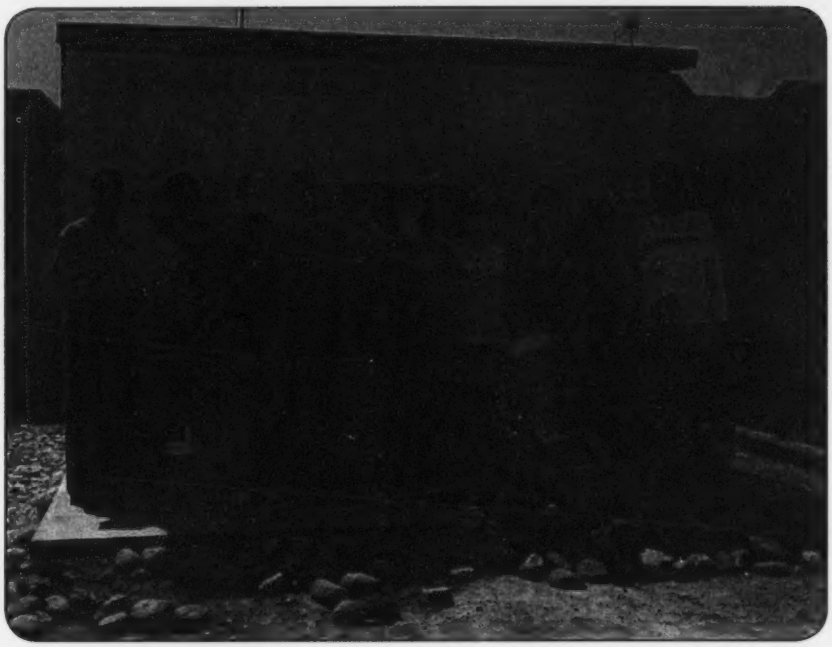
Over the eight days of travel, in three 12-passenger vans, I quickly realized that I hadn't spent much time with teenagers since I was once one myself. All of a sudden I became one of those old guys that compares birth dates with my graduation year.

I let it slip at one point that I have never owned an iPod, which elicited a few guffaws in my van. Later on, I finally had to admit that I never heard of this Justin Bieber that they were frequently talking about. The following awkward silence was finally broken sometime later. All the same, we formed some great friendships on that trip and I made sure to watch two Justin Bieber videos on YouTube after I returned home to ensure I didn't cause any future adolescent anginas.

Prior to going to Mexico, I had great intentions of learning some basic Spanish. That went about as well as the Integral Calculus course I purchased to do via correspondence back in 1998. Nevertheless, my French Immersion high school classes came in handy, as by day four, I was able to have laboured, rudimentary "conversations" with the families we were building homes for, due to the similarities between Spanish and French. Despite these homes being our Canadian equivalent of a 12 by 12-foot garden shed, the families were really grateful for what they were receiving. I, in turn, felt rewarded to be able to bless them with a home they could not afford.

We ended off the week treating 18 boys from an orphanage to lunch at Carl's Jr. (yes, they have that in Tijuana to my surprise, as well as Arby's and a Wal-Mart amongst other things). After the meal, we all visited a pool and waterslide.

As I write this, I am starting week five, back at work. Reminiscing about the last year, I already feel that these experiences are distant memories. It reminds me that I only live once, and whether working or parenting, I need to cherish each moment which, I believe I have. ♦



Graeme Cross (far left) with volunteers and family members with one of the houses they built in about five hours.

Orphans Guillermo and Luis were taken to a water slide in Tijuana, by Graeme (centre) and his group.

Travelling to the Northwest, 19 Years Later

Submitted by Ian Pilkington, Chief Geotechnical, Materials and Pavement Engineer

Nisga'a Memorial Lava Bed Provincial Park in the Nass Valley, where lava flowed 250 years ago, covering everything in its path.

In June, I completed a trip through the northwest corner of our province, to check out some of the road and bridge projects and discuss highway-related issues with my counterparts in the Yukon government.

My trip took me up the Nisga'a Highway (Highway 113) through the Nass Valley, up Highway 37 past Dease Lake, and along the Alaska Highway in the Yukon, before returning me to B.C., at the lakeside town of Atlin.

The last time I did this trip was 19 years ago as a young engineer-in-training working out of the Regional Geotechnical Office in Terrace. My, what a difference 19 years makes! The towns are much the same and are still filled with extremely friendly people, but the quality of the roads has changed significantly.

The last time I drove through the Nass Valley, the road was a washboard, potholed gravel expedition. This trip I was able to comfortably drive the 80 km/h speed limit in a small front-wheel drive car on a beautifully paved highway.

Hwy 37 north of Meziadin Junction was not quite as rough as the Nass 19 years ago, but it was mostly gravel and had some decent-sized holes. Now, except for a one-kilometre section south of Dease Lake, the entire highway is hard surfaced with pavement or seal coat and is a joy to drive.

The amount of road upgrades in this area is incredible and is a testament to the persistent, ongoing work of the Northern Region, Skeena and Bulkley-Stikine Districts and the maintenance contractors who have brought these roads from a remote backcountry status to something any vehicle can drive. Judging from the number of RVs, trailers, campers and motorcycles that I saw on these highways, I think the general public agrees. These upgrades have opened up a whole new area for the average tourist to explore, that in the past, would have only been considered accessible to those with four-wheel drive vehicles.

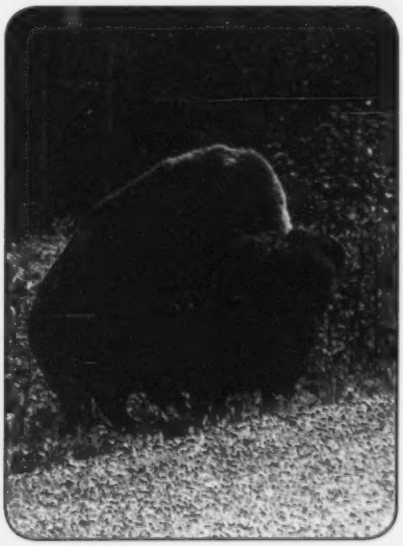
For those of you that have never travelled into this area of the province for work or vacation, I highly recommend taking the trip. The scenery is amazing, the people are very friendly and the lack of cell phone coverage makes it truly a trip to "get away from it all."♦

Bison by the Border

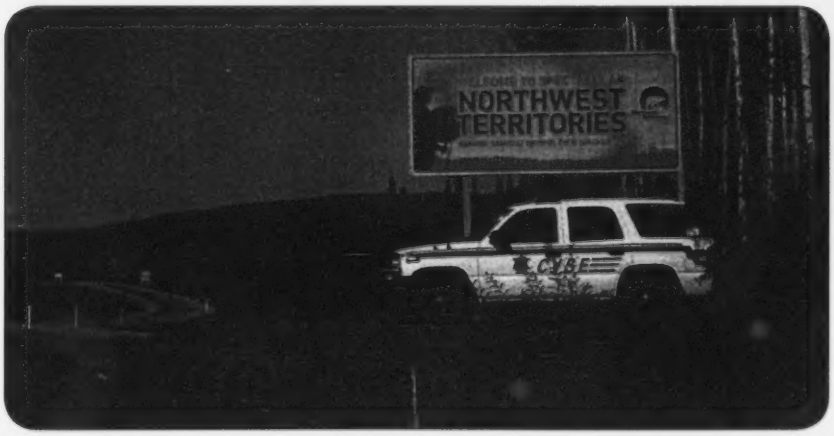
Submitted by Darren Anderson, Commercial Transport Inspector

I came across some wood bison while patrolling with my portable unit, on Highway 77, about five kilometres south of the Northwest Territories border. I was amazed by how close one gigantic male let me get to him. He was pretty content to just stand there and eat grass.

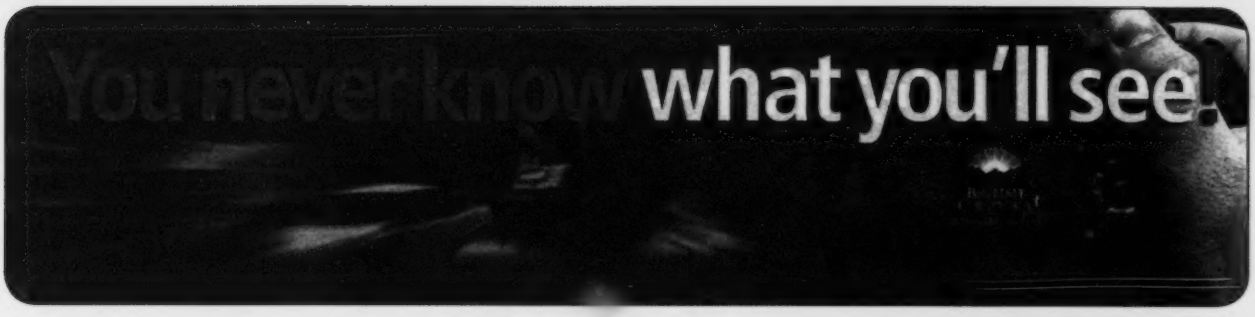
Male wood bison can weigh more than 900 kilograms, making them the largest land animal in North America. Wood bison are a distinctive northern subspecies and are on the threatened species list. ♦



▲ A large male wood bison eyes up the photographer.



◀ Highway 77 is the only paved road connecting B.C. with the Northwest Territories.



Where is This?

This romantic image, evoking another era, may not be typical government office decor. However, it was recently photographed in a government facility. Do you know where it's from?

Hint: Roughly half the employees who have worked with the provincial government for awhile may have seen this.

The first person to identify where this photo was taken, will receive a prize! Email your answer to: RoadRunner@gov.bc.ca and enter "Where is This?" in the subject line. ♦

Herman is the Thompson Nicola District's "special occasion" employee. He keeps a watchful eye on the highways and commercial vehicles, in the district, on Oct. 31 of each year.

The Southern Interior Region Jersey Team: (back row) Michelle Konowalchuk, Cheryl Newton, Jeanne Reeves, Ron Sharp, Harvey Nelson and Wayne Fraser; (front row) Joanne Harder, Pam Grosjean and Louise Braybrook.

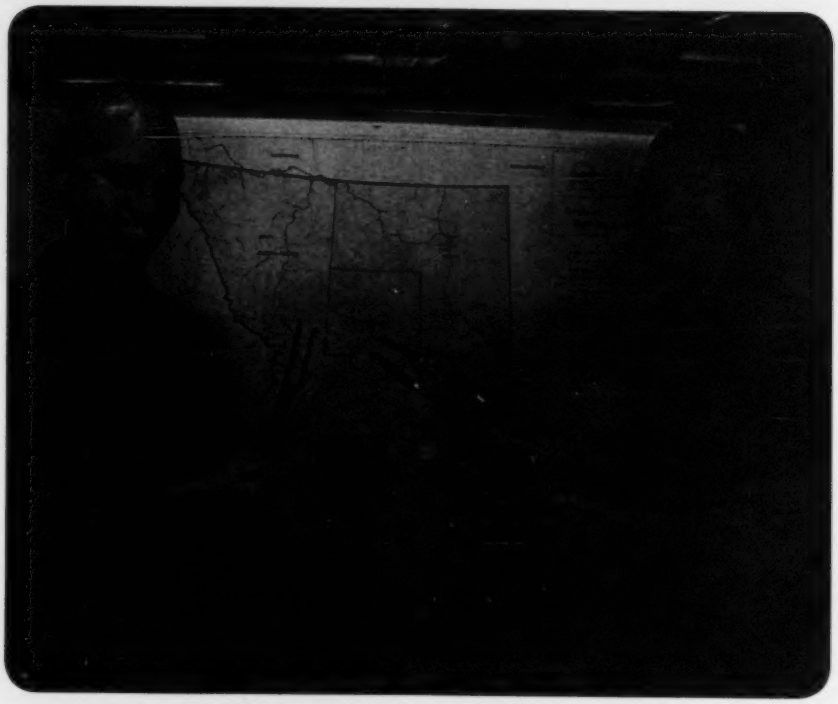
Jersey Gang Shows Sporting Spirit

As part of a new national event called Sports Day, British Columbians were encouraged to join all Canadians in celebration of Jersey Day, on Sept. 17.

Government employees were urged by ActNow BC to wear their favourite sports jersey, or team or club uniform proudly to school, work or play. Employees at the Southern Interior Region Office responded by donning various jerseys to show their love and support for sport. ♦

Winning Ways Revealed for B.C. Communities Contest

Submitted by Pamela McDermid, Business Manager, Weigh2GoBC



Jason Hannula and Pam McDermid show off the barbecue tools that they and Tahna Neilson won.

As the winners of last year's B.C. Place Names contest, Tahna Neilson and I were excited to once again challenge our knowledge of British Columbia, when we saw the Name That BC Community contest, in the August 2010 *Road Runner*.

Needing a trio this year, we enlisted the help of Jason Hannula who seemed to be an easy target (I mean assistant). Putting our heads together, getting the first few answers was easy. We all knew David Ogden Stiers as the actor who played Major Charles Winchester III on M*A*S*H, and that Prince Phillip is the Duke of Edinburgh whose limbs were referenced. It was just a matter of determining whether or not those community names existed. So, armed with a recreational atlas and the Internet, we had more than half of the clues answered in a very short time.

Some of the clues left us scratching our heads such as "Steamboat" Willie as it (incorrectly) referenced his last name, not his first name.

When it came to "Stream over porcelain", we pondered whether it was Upper China Creek or Lower China Creek. Hmmm…we had to really think about that, having first searched for a location that matched the name of an object you may find in a washroom.

In the end, we concluded we needed the "L" for another clue, "Oversized Dude." We went back and forth between Lardeau (which we thought was kind of rude), and Le Grand, a kinder, gentler answer. In the end we went with Le Grand.

For some clues, we would think of words that fit. Then using an on-line dictionary, we found similar words for our initial ones, which we used to search for locations. This gave us places like "Basque." All in all, we had a few laughs, learned more about the province's geography and had an enjoyable experience.

And next time I am out that way, I will be sure to stop in Vallican, if I am in need of a rest stop! ♦

Answers to Name That BC Community

The challenge with this contest was to think small.

Not a round top: **Flathead**

5.5 point type: **Agate**

Expose oneself to pleasant warmth: **Basque**

Homesteaders: **New Settlement (Nesters also possible)**

Homer's exclamation over an abundant stream: **Doe River**

An insult may cut you to this: **Quick**

Specially fired pottery with a "Y": **Yaku**

Twenty-five per cent pieces of your noggin: **Headquarters**

A Frenchman feeling under the weather: **Isle Pierre**

African-American singing family: **Jackson**

A child's reaction to a public display of affection: **Kissick**

Oversized dude: **Legrand**

Foamy hair product that creates towering zeniths: **Moose Heights**

View a common work tool: **Ceepeecee**

Duke of Edinburgh's limbs: **Phillips Arm**

Major Charles Winchester III's real middle name: **Ogden**

One who leaves a room: **Exeter**

Gang fighting on a sandy shore: **Rumble Beach**

Vapour craft that is Willie's last name: **Steamboat (clue should have asked for his first name)**

A sheltered bay housing Benedict Arnold: **Traders Cove**

Allied code name for the Japanese zero fighter: **Zeke**

A washroom that can be found between the mountains: **Vallican**

Stream above the porcelain: **Upper China Creek**

A crafty place: **Wiley**

Hooping it up on Fun Friday

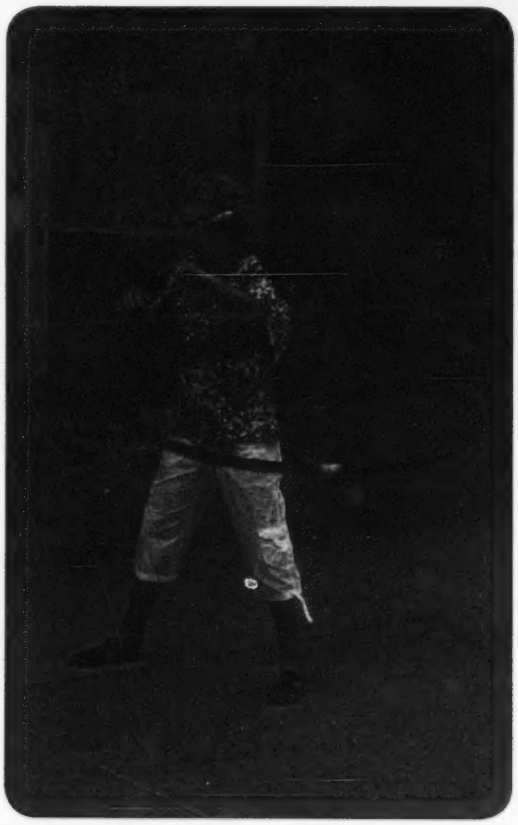
Submitted by Crystal Chenier, Secretary

Fun Friday was just that – lots of fun! The Southern Interior Region put on a short hula-hooping event during a Friday lunch hour, in August.

When it comes to judging who the top hula-hoopers were, as singer Shakira would say, *Hips Don't Lie*. A special mention goes to duelling hula-hoopers Al Schmidt and Cheryl Newton.

Some participants added bureaucratic juggling to the feat, as they swivelled with a telephone headset on, or papers in hand. The best line was delivered by Genevieve Pelletier. When Regional Director Kevin Richter complimented her on her ability, she quipped, "I'm closer to elementary school than you are!"

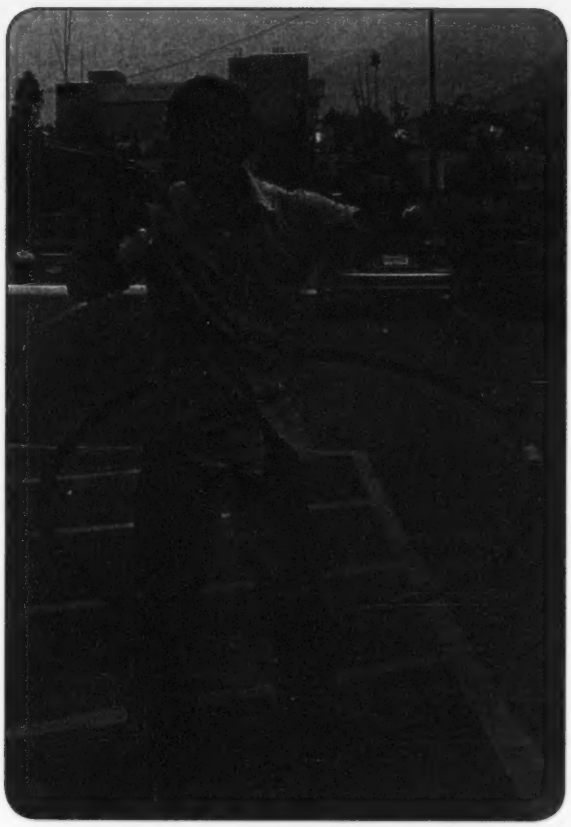
Thanks to all who participated, and to Joe Valentinuzzi and Brad Hogg for their great cheerleading! ♦



▲ Kevin Richter tests his ability with the hula hoop.

◀ Joanne Harder demonstrates her multi-tasking skills.

▶ Al Schmidt keeps up with his paperwork and hula hoop.

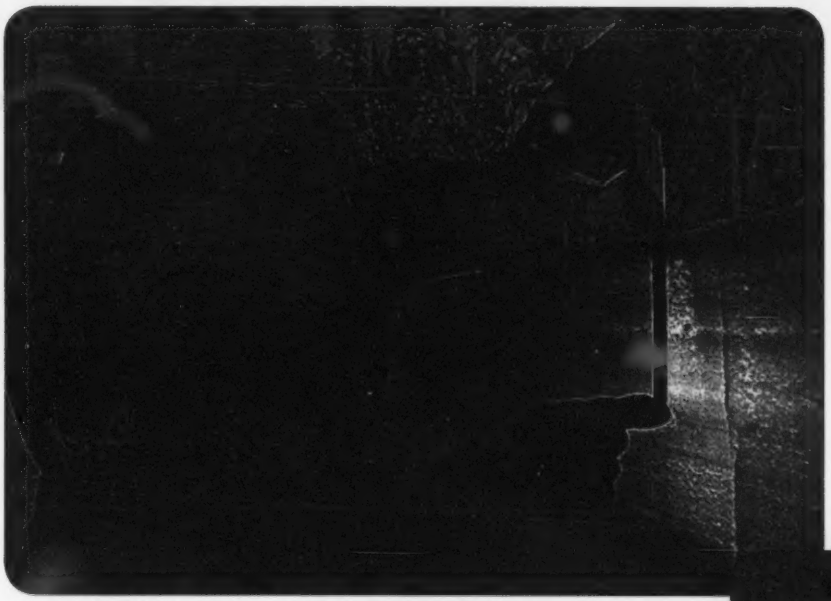


Onto new vistas

MoT Employee Retirements

A Changing of the Guard at Kootenay Pass

Submitted by Glenn Olleck, West Kootenay District Manager, and Mike Boissonneault, Manager of Avalanche and Weather Programs



John Tweedy analyzing snowpack stratigraphy as part of snow stability tests.

John Tweedy, a legend in the snow avalanche profession, retired at the end of October, from service with the avalanche and weather program, in the West Kootenay District. John has been located at Kootenay Pass for his more than 30-year career with the ministry.

Kootenay Pass is the uppermost provincial highway elevation in B.C. Here, Highway 3 reaches 1,775 metres, as it links Salmo with Creston. The area presents the highest avalanche risk to motorists in the province – harbouring some 42 avalanche paths where snow slides can start.

Throughout his career, as a Snow Avalanche Technician, John has selflessly contributed his time, energy and ever-expanding knowledge to manage the danger of avalanches and protect those travelling B.C.'s highways.

Over his years with the avalanche program, John has led the adoption of new avalanche control technologies, which have increased public safety and the effectiveness of the avalanche program. He is highly aware that road closures for avalanche control, while necessary for public safety, can be inconvenient and expensive. In his last winter season at Kootenay Pass, the winter of 2009-10, John and the team achieved a goal he had been seeking since he started in 1980; no natural avalanche activity affecting the highway, and no full highway closures. John credits this success to the Kootenay Pass Team, and also to the support that the program receives from the highest levels within the ministry.

John has overseen the evolution of the Kootenay Pass avalanche control program, from its early times with the Avalauncher gun, through the Recoilless Rifle years and into the modern era of control by Gaz-ex remote systems. In his last summer, John was leading the replacement of two Gaz-ex exploders – no small task. John was also instrumental in initiating the development of an Exploder replacement strategy that will continue over the next few years.

This summer, John Tweedy led the replacement of two Gaz-ex exploders, remotely controlled devices used to trigger planned avalanches.

John has been a leader who inspires others to raise the level of their skills and knowledge. He passes on everything he knows. He has expected a lot from the people who worked with him, and he has modelled the diligence he wanted from others.

In addition to his regular work with the ministry, John has been an instructor and a director with the Canadian Avalanche Association, sought knowledge and shared it continuously, participated in many rescue and recovery

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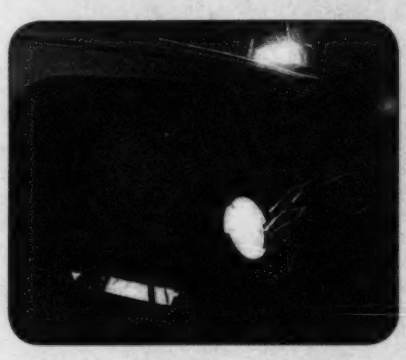
A Changing of the Guard at Kootenay Pass ...Continued from Page 31



John Tweedy on an avalanche road patrol in Kootenay Pass.

missions, collaborated with researchers, and opened the Kootenay Pass for others to train and expand their knowledge of backcountry safety and travel.

John is known within the ministry, and internationally, as a leader, coach, mentor and an expert. His enduring legacy is the continuous advancement of B.C.'s avalanche program and the present generation of skilled Canadian avalanche professionals.

What does the future hold for John? There are a few items to note. John is a newly appointed director with the Canadian Avalanche Foundation, and is the foundation's appointed representative to the board of directors for the Canadian Avalanche Centre. He is the avalanche expert on a team that is assessing the affects of climate change in the Castlegar area, and has an arrangement to provide avalanche protection advice to mine operators in Chile.

Although we are happy for John as he starts this new part of his life, we will all miss his presence on the Kootenay Pass, in the West Kootenay District and within the avalanche program. His passion, professionalism and commitment will be remembered for years to come. ♦

Andy Braacx: A Career Committed to Excellence

Submitted by Jessie Bains, Highway Design and Geomatics Manager

Andy Braacx decided to make Aug. 31, 2010, his last official day with the Ministry of Transportation and Infrastructure, and retire after 38 years of dedicated service.

Andy started his career with the ministry in April 1972, where he worked as a surveyor in North Vancouver for two summers. He then decided to make the field of engineering with the ministry a career. (However I'm not so sure he realized that at the time!)

When we take a look and reflect upon the changes which have occurred over his career, it is quite impressive. Not only in the organizational changes which the ministry has experienced, but also in the technological advances in the field of survey and design. Andy has met the challenge of changing technologies head-on, as surveying progressed from using transits and steel chains, to using electronic measuring devices with data collectors and global positioning systems to collect spatial data. Design tasks went from manual drafting on linen paper with tools like set squares, compasses, railway curves and Leroy templates, and plotting cross sections by hand, to doing "real-time" design using various computer aided drafting and Panterra/CAiCE software packages.

I have had the honour of working with Andy for the last ten years, in the South Coast Region. In time, we may fill his position of Design Project Supervisor; however we will not be able to replace Andy. The ministry has been well served with Andy's commitment, knowledge, technical skills and sound judgement, along with the leadership and mentorship he has provided over the years. The extraordinary services which Andy delivers and the professional approach he conveys have been recognized and appreciated not only by ministry staff but also by the numerous consultants he has worked with over the years. Andy's commitment to the standards of excellence has been, and will continue to be, an inspiration to anyone who has worked with him or been involved in the many projects and assignments he has successfully completed.

Andy can be extremely proud of the contributions he has made to this ministry.

We had the opportunity to honour Andy with a luncheon on Sept. 14, at Stephano's Restaurant in New Westminster. Andy's wife, Mary, and more than 60 close friends and colleagues attended.

Andy can now take that well-deserved retirement and put the same level of commitment he made to his career toward his outdoor activities such as biking, hiking, backpacking, mountaineering, running and kayaking. He will also be able to enjoy more time with Mary; his children Jeremy, Christy, Lindsey and Hilary; and his grandchildren.

Congratulations on your retirement Andy! We wish you and your family good health and happiness in the years ahead. ♦

Jessie Bains presents Andy Braacx with a plaque for his 38 years of service.

Sign of Service Presented to Mike Proudfoot

Submitted by Nancy McLeod, Road Runner Editor

Mike Proudfoot was involved with an almost uncountable number of projects during his 35 years with the ministry, before he retired as Highways Assistant Deputy Minister, on Sept. 30.

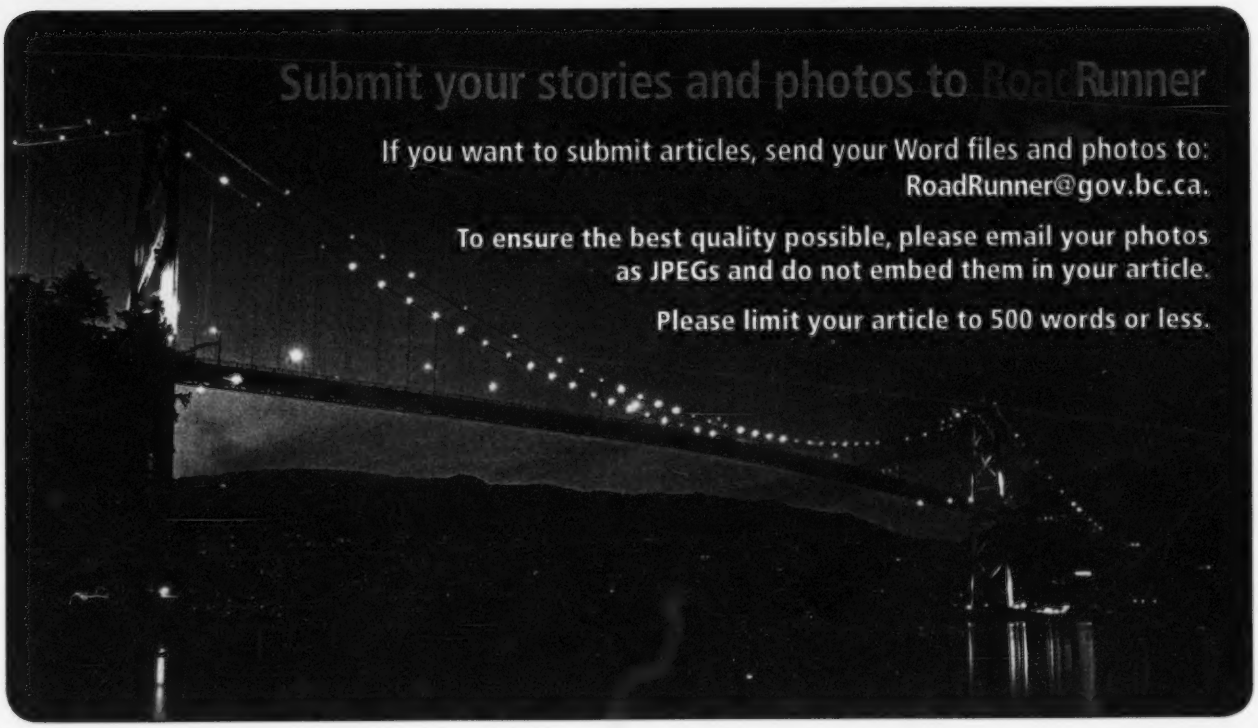
To mark his long, dedicated service to the ministry, a sign almost identical to all highways works information signs was developed for the "Mike Arthur Proudfoot Project". Further details, to note Mike's progression from Paving Aide to Assistant Deputy Minister of Highways, were included.

The customary red "Project Completed" placard was placed on the sign, and his widely-known qualities of service, leadership and passion were identified. A small revision was made to the "Best Place on Earth" slogan to describe Mike as the "Best Person on Earth".

Employees signed the sign to recognize Mike and wish him well in the future.

"Mike has played a key role in ensuring we have the safest and most effective highway network," said Deputy Minister Peter Milburn. "Under Mike's leadership, the Highways Department has continued to build our reputation as an organization that delivers on its commitments and provides excellent front-line service." ♦

Dave Retzer, Kathy Russell, Liz Kenny and Graeme Schmipf record their good wishes on the "Mike Arthur Proudfoot Project" sign.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Staff Roundup

Peter DeWith is in a 13-month temporary assignment as Manager, Financial Services and Provincial Contracts, in the South Coast Region.

Darrell Gunn is the new Road Area Manager in Trail.

Rajeeta Bains is the new District Technician at the West Kootenay District Office.

Nam Nguyen has joined Commercial Vehicle Safety Enforcement, in Victoria, as a Commercial Transport Engineer, for about the next six months.

Kim Walters is the Manager of Workforce Strategies and Internal Communications.

John McKenzie is a Senior Project Manager with the South Coast Region's Project Delivery Group.

Dan Cumming is the new Area Manager for the Merritt Area.

Dan Cumming has joined the Thompson Nicola District team as a Road Area Manager in the Merritt area.

Greg Gilks is Project Director, New West Partnership, transferring to the Transportation Policy Branch. He is responsible for the development of policy and regulatory components, as B.C., Alberta and Saskatchewan work together to align transportation rules and standards.

Sacha Antifaeff is based in Fort St. John, as a Regional Project Manager.

Don Shaw is on a temporary assignment as Project Director for the Sierra Yoyo Desan Road.

Maria Ciarniello has returned from a Deferred Salary Leave to resume her responsibilities as Project Liaison Officer with the Operations and Procurement Branch, in HQ. Maria is working with the Evergreen Line team and others to plan and deliver a variety of design-build, design-build-finance, and other special procurement projects.

Kirsten Fagervik has joined the Lower Mainland District team as a Development Approvals Technician/ Area Manager in the Sechelt office.

Megan Toop is on a temporary assignment as Acting Senior Writer with Corporate Writing Services.

Elizabeth Penner is a Commercial Transport Enforcement Officer Tete Jaune Weigh Scale.

Mark Steberl is a Commercial Transport Enforcement Officer at the Hope Vehicle Inspection Station.

James Warner and **Michelle Slater** are Commercial Transport Enforcement Officers at the Pacific Vehicle Inspection Station.

Brooke Clasby is a Senior District Development Technician with the Rocky Mountain District.

Mary-Ethel Audley is Manager, Property Development and Marketing with the Land Management Branch.

Kelly McKen is Bridge Inspection Operator in the South Coast Region.

Jeffrey Moore is Provincial Approving Officer in the Lower Mainland District.

Pamela Rodermond is on a temporary assignment as a Policy Analyst with the Transportation Policy Branch.

Stacy King is on a temporary assignment as a National Safety Code Clerk with the Commercial Vehicle Safety Enforcement in Victoria.

Paul Harwood is Assistant Avalanche Technician with the Lower Mainland District's Avalanche Program.

Jarrett Holst has a temporary Assignment as Program Analyst in the Infrastructure Development Branch.

Robert Scott is a Portable Weigh Scale Inspector at the Vehicle Inspection Station in Duncan.

Martin Stinka is a Commercial Transport Inspector at the Vehicle Inspection Station in Parksville.

Eric Ruotsalainen is a Supervisor, Commercial Transport Enforcement at the Tete Jaune Weigh Scale.

Volker Schunicht is a Program and System Administrator for the Common Highway Resource Information System, in the Construction and Maintenance Branch.

Lyndsay Molcan is the Senior Executive Assistant in the Deputy Minister's Office.

Lois Bell is a Senior Administrative Assistant with the Marine Branch.

Glen Anness is a Manager of Regulatory Policy in the Transportation Policy Branch.

Liz Bicknell is the ministry's Communications Director in the Public Affairs Bureau. ♦